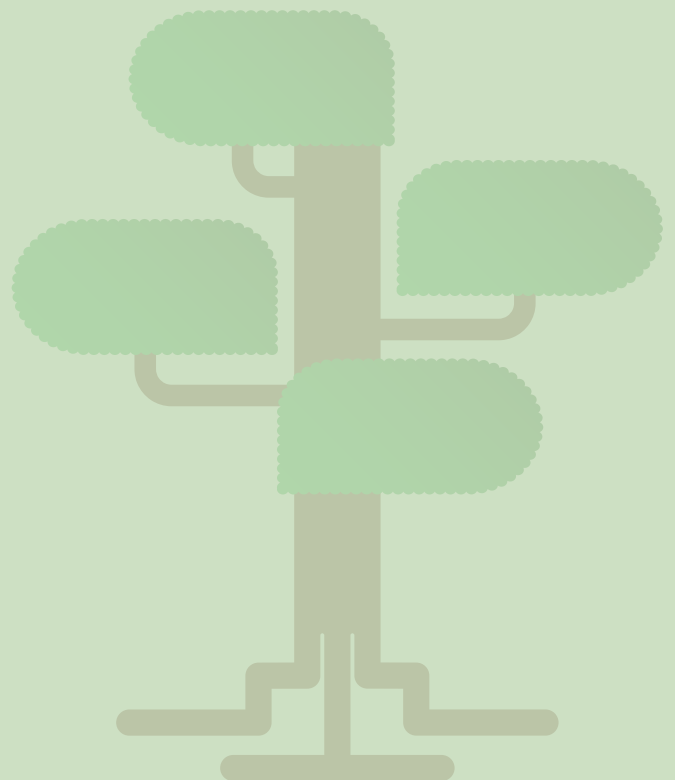


3.3

New settlements



Contents

Introduction	257
Policy S/CBN: Cambourne North	260
Policy S/CB: Cambourne	279
Policy S/GF: Land adjacent to A11 and A1307 at Grange Farm	293
Policy S/NST: Northstowe New Town	304
Policy S/WNT: Land north of Waterbeach	313
Policy S/BA: Bourn Airfield New Village	323



Introduction

- 3.3.1** We want our new towns to mature into great places to live and work, making the most of their existing and planned public transport links to Cambridge and other centres. Our new towns should be real communities with their own distinctive identity, with the critical mass to support local businesses, services and facilities including open spaces and a network of blue and green infrastructure.
- 3.3.2** In the case of Cambourne, the proposed East-West Rail station and Cambourne to Cambridge Busway means that it will be one of the best-connected places in the region, within a short travel time of West Cambridge, Cambridge Biomedical Campus and Cambridge City Centre. We think it can develop into a more substantial town to better help meet these aspirations and provide the day to day services that are needed to support existing and future residents and businesses.

Our strategic priority for our new settlements policies

- 3.3.3** **Strategic Priority:** Our strategic vision is set out in Figure 76, that reflects our ambitions for the New Settlements in Greater Cambridge.
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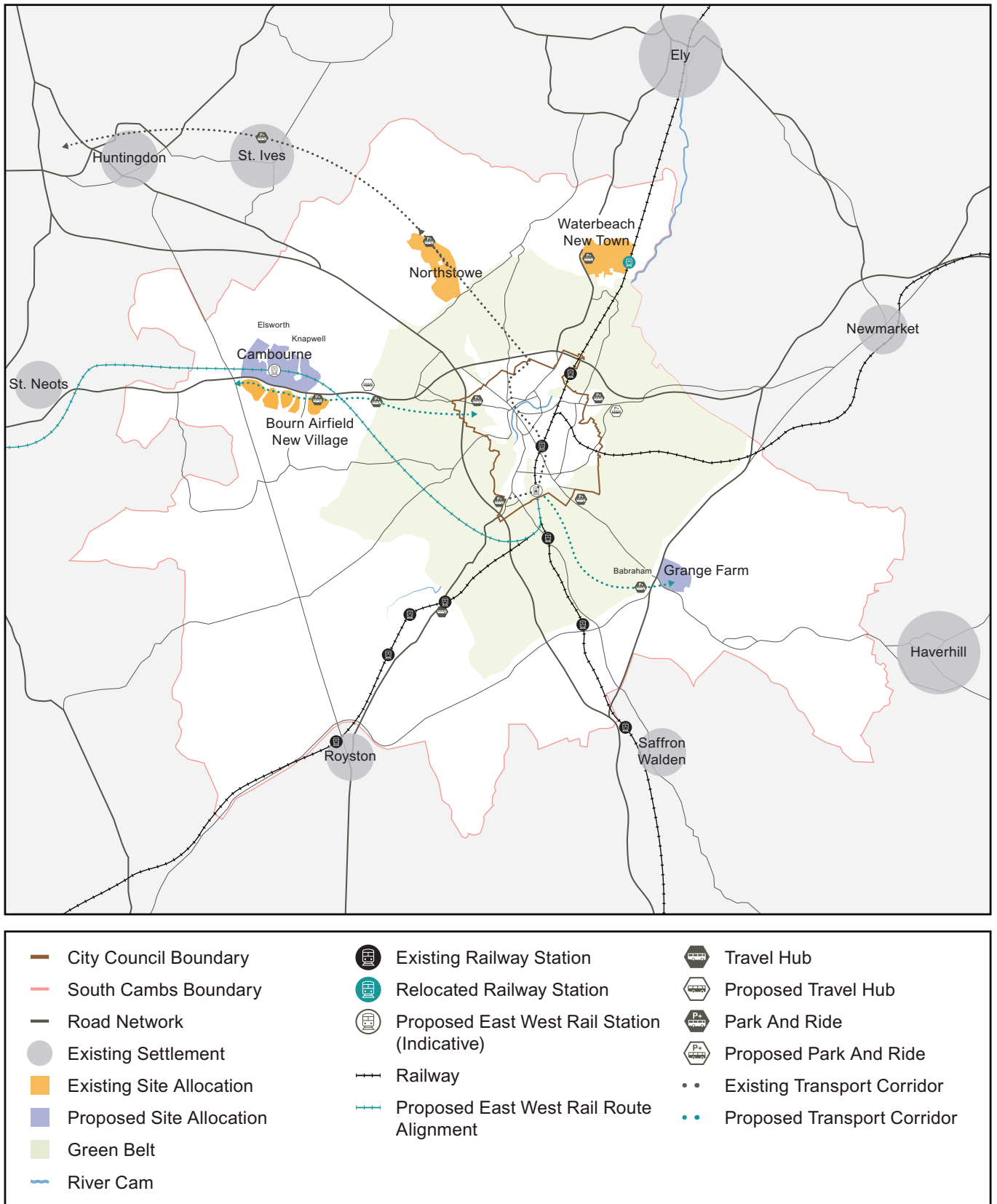


Figure 76: Strategic Vision Area: New Settlements in Greater Cambridge

Policies we are proposing

- Policy S/CBN: Cambourne North
- Policy S/CB: Cambourne
- Policy S/GF: Land adjacent to A11 and A1307 at Grange Farm
- Policy S/NST: Northstowe New Town
- Policy S/WNT: Land north of Waterbeach
- Policy S/BA: Bourn Airfield New Village

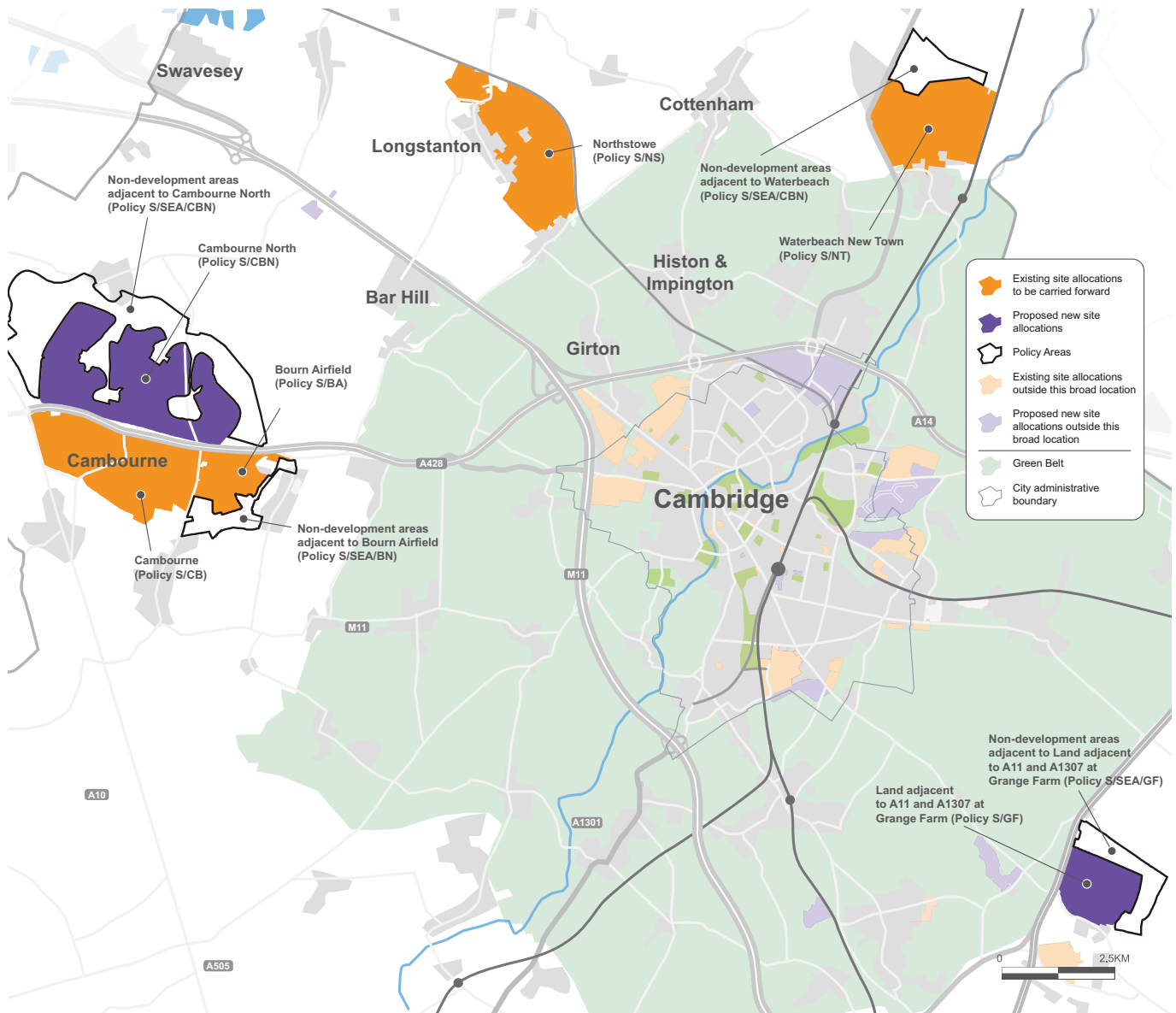


Figure 77: Map of proposed development for New Settlements

Policy S/CBN:

Cambourne North

What this policy does

- 3.3.4** This new strategic site sets out the proposed approach to the further expansion of Cambourne, taking account of the significant planned improvements to public transport in this area.
- 3.3.5** The expansion of Cambourne will be developed during the period of the new Local Plan and beyond.
- 3.3.6** The proposed Cambourne North site sits alongside the S/SEA/CBN Non-development areas adjacent to Cambourne North Strategic Enhancement Area. This area will ensure sufficient separation between neighbouring settlements and maintains a soft, green landscape to enhance the wider rural setting. These areas may also be used to deliver other associated uses, including drainage, habitat compensation and informal open space.

Policy S/CBN: Cambourne North

1. An expansion of approximately 13,000 homes, 108,000 square metres gross internal area (GIA) of employment floorspace, with a range of supporting services and facilities including retail, community, cultural, faith, leisure, education and sports and open space uses. The built area of the expansion will be contained within the Site Allocation boundary identified on the Policies Map.

Vision and identity

2. Cambourne North will become an integrated part of Cambourne, a well-connected, sustainable, thriving and prosperous town that is rooted in nature. It will be a fantastic place to live, work or visit, where everyone within the town will have easy access to a wealth of employment opportunities, services and facilities.
3. Through the new railway station being delivered by the East West Rail project and the Cambourne to Cambridge (CtoC) Guided Busway, Cambourne will become a destination in its own right with facilities and open spaces of sub-regional significance, including a cultural hub and performance space, new leisure hub and northern forest.
4. The new station interchange will be a focal point for Cambourne North, providing a range of facilities and acting as a new gateway to the town. The station should have a dual role as a catalyst for the expanded community at North Cambourne and for connectivity and employment to the south of the railway. It will be supported by a network of neighbourhood centres that provide people with access to day to day

services and facilities on their doorstep, complemented by public spaces for intergenerational communities to gather and set within a green network of open spaces and natural habitats.

5. The development will incorporate a series of sustainable neighbourhoods, each of which will have a distinct sense of place and community through innovative urban design. Homes, public and private spaces and local facilities will be designed to foster health and sustainability, accommodating people at all stages of life and with diverse needs. The town will benefit from well-considered, distinctive and contemporary design, which through the design of the buildings and public spaces will create a place that is memorable and outstanding across all aspects of placemaking.
6. Cambourne North will be a destination for new jobs through the creation of a new multi-sector employment cluster, with a particular focus on jobs that are complementary to those in the wider region, such as mid-tech industries.
7. Critical to the overall success of the town will be the integration of Cambourne North with the existing town and High Street, addressing potential barriers to movement, including the A428 and proposed East West Rail route, though a comprehensive movement network for walking and cycling, including a series of new connections and improvements to the public realm. These will deliver seamless, legible and safe movement of people across the wider town and, together with emerging sustainable transport connections, will support a wider reduction in reliance on private vehicles for local and sub-regional journeys. The emerging transport schemes and improvements to walking and cycling networks should also be designed to benefit to the existing town,
8. Cambourne North contains and is close to a number of nationally significant ecological and historic assets, including Ancient Woodlands, County Wildlife Sites, and an extensive network of archaeological remains and features. The future layout of the town will consider these assets, identifying and implementing measures that mitigate any impacts but also deliver enhancement wherever possible, including creating an extensive network of ecological corridors.

Uses

9. The site is allocated for mixed-use development comprising:
 - a. A range of homes with a balanced mix of dwelling sizes, types, and tenures based on identified existing and future local needs, including affordable housing and homes to accommodate people at all stages of life to achieve a balanced and inclusive community, including:
 - i. 10% of the dwellings as specialist accommodation (within use classes C2 or C3), particularly for older people or those with disabilities; and
 - ii. a total of 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on approximately 1 hectare of land).
 - b. At least 24 ha employment provision of type and mix to meet the needs of the town and provide access to local jobs and support the continued development of the economy of the Greater Cambridge area;

- c. Community services and facilities, including health, culture, at least three dedicated faith spaces, primary and secondary schools, and local spaces available for small scale independent retail and/or community uses;
 - d. Open space, sports and leisure facilities, including a new regionally significant leisure, recreation and events centre and associated playing fields located between the A428 and East West Rail corridors;
10. To inform the overarching approach to land use, the applicant must:
- a. Prepare an Intergenerational Housing Strategy in conjunction with key stakeholders, detailing how the site will provide diverse housing types and tenures to meet the needs of the community at all stages of life, including how residential buildings will be designed and delivered to allow for flexibility in response to the changing needs of residents;
 - b. Prepare a Place Activation, Culture and Events Strategy detailing the range of community, faith, cultural and other related uses to be accommodated in the design of public buildings and spaces. This must be prepared in conjunction with key stakeholders and set out a Stewardship Delivery Plan for long term operation and maintenance of these spaces;
 - c. Prepare an Employment Strategy to identify appropriate types and mix of employment uses and explore the co-location / stacking of employment uses with other uses, reduction of vehicular trips generated by employment uses and ensuring flexibility in employment space provision. This will be prepared in conjunction with the Local Authority's economic development team and subsequently reviewed at each phase of the development;
 - d. Identify and deliver any improvements to existing infrastructure which will be relied upon by the expansion of Cambourne.

The development of North Cambourne must do the following:

Context

11. Embed exemplar principles of landscape, townscape and heritage protection and enhancement into all phases of masterplanning and design by:
- a. Establishing a strong and robust landscape framework that integrates the development with the Strategic Enhancement Area (S/SEA/CBN) and the wider landscape context, informed through preparation of a comprehensive Landscape Strategy.
 - b. Creating a well-considered landscape buffer within the Strategic Enhancement Area which responds sensitively to the neighbouring villages and their Conservation Areas and delivers wider landscape and ecological mitigation and enhancement measures. The landscape buffer will:
 - i. Include the 'Cambourne Forest', a new, accessible, regionally -significant woodland arc (aligned to the District Natural Greenspace category in the Natural England Green Infrastructure Framework).

- ii. Include areas of open agricultural fields, providing an appropriate context for the conservation areas to the north of the site and supporting farmland birds and other important species and habitats in this area, whilst avoiding the coalescence of Cambourne with Papworth Everard, Elsworth, Knapwell, Bourn Airfield New Village and Childerley.
 - iii. Require early, strategic consideration of local ecology through the design stages (aligned to the Local Nature Recovery Strategy) that will help to ensure biodiversity net gain can be fully met on site.
 - c. Undertaking a Historic Landscape Characterisation and Archaeological Assessment, Landscape Visual Impact Assessment and Heritage Impact Assessment to understand the impacts of development on landscape character, long range and local views and heritage assets and their setting, identifying appropriate mitigation measures that:
 - i. Provide a broad, well vegetated landscape buffer within the Strategic Enhancement Area, including naturalistic planting and tree lines that respond to topography and archaeological constraints;
 - ii. Incorporate areas of open, pastoral structured open spaces close to Elsworth and Papworth Everard to preserve their historic rural setting and sense of separation;
 - iii. Protect and, where possible, enhance the Grade II Listed New Inn Farmhouse and its barns on the southern edge of the Site as well as any non-designated heritage assets;
 - iv. Retain and enhance the immediate open landscape setting of the site, through a masterplan-led approach.
 - d. Undertaking both desk-based assessment and appropriate field evaluation of archaeological investigation, identifying appropriate mitigation in collaboration where significant remains are found;
 - e. Ensuring that major infrastructure is well integrated into the wider landscape and townscape, with nature-based solutions implemented wherever possible.
12. Avoid prejudicing the delivery of the preferred East West Rail route alignment and associated rail infrastructure.

Built form

13. Deliver a new Station Quarter and Town Centre, anchored by a new 'living' railway station, that will become the heart of the town extension. The design must:
- a. Include a landmark railway station, based on design excellence which is an exemplar in embedding high quality placemaking principles outlined in the supporting Spatial Framework and Rail Integration Study, forming a key component of the Station Quarter, Cambourne North and the overall town and serving the needs of the wider area;

- b. Avoid overprovision/inflexibility of space that would precipitate empty plots/units. Large retail floorplate buildings will not be supported where they create large inactive frontages and/or would result in the over dominance of a town, local or neighbourhood centre or the town overall;
 - c. Create active frontages through choice and positioning of uses, including small flexible units on the ground floor that are suitable for a range of uses to respond to market demand. These should be fine grain, wrapping and capping larger units with other uses and integrating a diverse range of occupiers.
- 14. Deliver a compact form of development, providing a mix of densities as appropriate to the area of the site, including:
 - a. Focusing the highest densities at the Station Quarter and Town Centre quarter at neighbourhood centres and at employment locations in areas within close walking and cycling distance of the new station;
 - b. Promoting higher density development for all employment sectors, including stacking of employment servicing and logistics infrastructure to enable greater density;
 - c. At residential neighbourhoods, incorporating corporate contemporary and innovative development of around 60-70dph.
- 15. Provide for a variety of building forms, scales, heights, massing and roofscapes, informed by Landscape Visual Impact, Heritage Impact and Historic Landscape Characterisation Assessments to ensure buildings are appropriately located and designed.
- 16. At residential neighbourhoods, ensure the design:
 - a. Provides a coherent built form, with consistent building lines, street frontages, and a scale that reinforces the character;
 - b. Incorporates complementary employment uses as appropriate, including co-working and spaces for self-employed people and small businesses.
- 17. At employment-led areas, ensure the design:
 - a. Provides a flexible range of mixed-use and employment spaces which respond to their immediate context: high street mix, strategic road network access, noise sensitivity and intensification of uses around the station;
 - b. Provides active frontages to the public realm at buildings and main entrances, which make a positive contribution to the street scene and wider placemaking objectives.
- 18. Incorporate a well-considered northern approach into the design of the town, that is sensitive to local townscape, landscape, strategic views and heritage assets and integrates well with the wider landscape character.
- 19. Across the site, embed necessary mitigation with regard to noise, light and odour, including from the A428, proposed railway including Station and recreational activities, to ensure no significant adverse impact on quality of life / amenity and health.

Public space

20. Deliver a new Town Centre and Station Quarter incorporating an associated mobility hub, a public square, new green streets, community spaces and a Cultural Hub, which complement the existing Cambourne Town Centre. Consistent with the principles set out in the Spatial Framework Strategy, this should:
- a. Create a non-linear, appropriately sized, centre to act as a focus for retail, community and civic uses for the town. This should be segmented into multiple blocks to allow for further expansion;
 - b. Include a flexible cultural hub to anchor activity in the centre; the hub should include space to celebrate the archaeological assets of Cambourne and the wider area;
 - c. Be anchored at one end by the station quarter square and at the other by a smaller public open space with a more civic character. The Station Quarter square should be capable of supporting a regular market including the provision of the necessary market facilities for stall holders and visitors.
21. Deliver a network of clearly defined neighbourhood centres, each including a public play area and/or green space, and additionally providing for a range of co-located uses such as education provision, community spaces and/or facilities including faith spaces, food stores to meet day to day needs, cafés or public houses.

Nature

22. Protect, retain and enhance the statutory (Ancient Woodlands and SSSIs) and non-statutory (County Wildlife Sites) sites, including all designated woodland, and other local sites designated for their value to biodiversity. The development must:
- a. Ensure that ancient Woodlands and SSSIs are kept free from public access to limit impacts of recreational disturbance;
 - b. Incorporate appropriate buffer zones between these environmentally and ecologically important sites and built form and areas of activity, which will need to be identified in the overall masterplan for the site;
 - c. Identify and deliver measures that minimise ecological pressures to these and other sites from domestic animals.
23. Positively plan for and deliver dark corridors to ensure nocturnal and crepuscular species can forage with minimum disturbance. The development must:
- a. Keep lighting to a minimum, which where necessary should be directional and movement sensitive if appropriate;
 - b. Use bat surveys to inform detailed design of lighting strategy including buffer distances around woodlands;
 - c. Incorporate planned buffers with diverse species including those traditionally managed through coppice, as well as areas of scrub and natural regeneration. Buffers should be subject to appropriate positive management to maintain biodiversity value.

24. In considering connections between different designated and non-designated sites, prioritise retention of existing habitats and where protected species are shown to be present. Where retention is not possible, replacement habitat networks will need to connect designated sites and areas known to support protected species, such as barbastelle bats and great crested newts. The network – retained and extended – should, and be of sufficient quality to enable passage movement through the landscape unhindered, an important aspect of nature’s recovery and future resilience to climate change. These networks should be subject to appropriate positive management to maintain biodiversity value.
25. Retain and keep dark existing bat habitats including as broadleaved woodland, wet pasture and meadows, hedgerows, watercourses and waterbodies. Any replacement habitat intended to provide connectivity should include necessary mitigations to create dark conditions for the movement of Barbastelle bats between old growth woodlands where they may be roosting. Any likely significant losses of, or damage to (including light pollution), habitats and the network should be avoided and considered through appropriate assessment.
26. Where dark corridors cross necessary transport links, apply the following hierarchy:
 - a. Areas should be entirely unlit with connected canopy;
 - b. Where not possible, occasional use of minimal, directional and movement sensitive lighting;
 - c. A final option where routes require more frequent lighting, rationalised lighting schemes will employ best practice according to bat mitigation guidance.
27. Include buffers of at least 15m around existing (non-designated) woodlands and a minimum of 10m from all rivers and streams (though 20m is preferable where possible and appropriate to provide). These areas should also be informed by an appropriate site wide Lighting Strategy. Watercourses should be re-naturalised to enhance for biodiversity and increase potential for reducing flood risk as well as increasing resilience for a changing climate.
28. Provide and retain street trees, woods, hedges, and water features which would contribute to the character and amenity of the town, managed to enhance their ecological value in line with Urban Forestry principles.
29. Create strong active travel connections with new green infrastructure and open spaces to avoid recreational pressures on ancient woodlands and other protected and/or sensitive habitats and species.
30. Integrate blue and green infrastructure into the design of streets, including street trees and watercourses, providing places for people to interact with nature.
31. Consider the multifunctional value of spaces, e.g. amenity, landscape, biodiversity, recreation, flood mitigation and drainage where suitable and practical.
32. Provide adequate green infrastructure on site to provide Suitable Alternative Natural Greenspace (SANGs) (including the ‘Cambourne Forest’) to compensate for any additional recreation pressure created by the expansion of Cambourne on nearby SSSIs, including Overhall Grove and Elsworth Wood.

33. To inform the overarching approach to ecology and the environment, the applicant must:
- a. Carry out a full programme of ecological survey and monitoring, to guide a Biodiversity Implementation and Management Plan and lighting strategy to provide appropriate mitigation and enhancement. This includes preparing site-specific ecological surveys to inform all phases of development, including strategic masterplanning, development of design detail (including dark corridors and dark buffers) and, where unavoidable impacts occur, appropriate mitigation;
 - b. Prepare an Ecological Masterplan for Cambourne and associated Stewardship Strategy in conjunction with key local and statutory stakeholders. The masterplan and strategy should detail how the expansion of Cambourne will positively contribute to the regional natural environment, including ensuring the delivery and stewardship of the 'Cambourne Forest';
 - c. Adopt a holistic approach to Cambourne's environmental, economic and social sustainability should be adopted which provides effective responses to the climate and ecological emergencies. To aid this, the Cambourne Ecological Masterplan should be prepared to align with the Cambourne Climate and Sustainability Innovation Delivery Plan.

Movement

34. Deliver a comprehensive movement and connectivity network for the whole town connecting key locations including the new Station Quarter and Town Centre, neighbourhood centres, Cambourne High Street, other existing local centres and new East West Rail Station. The network design must:
- a. actively encourage and prioritise the use of sustainable and active modes of travel;
 - b. identify the Station Quarter and Town Centre as the focus of the network ensuring it is highly accessible by modes other than public transport and acts as the interchange for walking, cycling, rail and bus connectivity;
 - c. consider connections across all parts of Cambourne and to surrounding villages, enabling all residents in Cambourne to reach employment locations, services and facilities using sustainable modes of transport.
35. Design new residential neighbourhoods to be walkable – where day-to-day services and amenities can be easily accessed by active travel or public transport. Employment-focused areas must ensure amenities, including local food and beverage, high quality public realm, leisure facilities and green space, are within walking distance to attract a highly skilled workforce and high quality employers.
36. In early phases of the development, deliver new and enhanced north-south connections which stitch existing and expanded Cambourne together to create one cohesive place, including a landmark 'landbridge' connecting Cambourne's existing High Street with the new Station Quarter and Town Centre and key services and facilities.

37. Other measures to promote walking and cycling must include:

- a. Provision of a network of attractive, direct, safe and convenient walking and cycling routes linking all homes to public transport and the main areas of activity such as the new Town Centre, Cambourne High Street, schools and employment areas;
- b. Pedestrian and cycle improvements at two existing junctions on the A428 (at Cambourne and Caxton Gibbet) and the Broadway overbridge;
- c. Improvements in walking and cycling links to surrounding villages so they are accessible throughout the day and evening and all year round;
- d. Creation of strong active travel connections with new green infrastructure and open spaces to avoid recreational pressures on ancient woodlands and other protected and/or sensitive habitats and species.

38. Improvements to public transport must include:

- a. Integration of the new East West Rail Station with appropriate access arrangements by all modes, facilitated by a mobility hub and high-quality active travel infrastructure connecting the station to centres, neighbourhoods and surrounding villages;
- b. Integration of the Cambourne to Cambridge (CtoC) busway;
- c. A primary bus corridor providing good connectivity across the Site and connecting to existing Camborne;
- d. Improved local bus connections between Cambourne and Papworth Everard, Elsworth and Knapwell;
- e. New dedicated bus, pedestrian and cycle bridges over the A428 and East West Rail to connect new development with the proposed Station and existing Cambourne;
- f. Through engagement with developers at Cambourne West, deliver a new public transport and active travel bridge to the west of the A428 dumbbell roundabout.

39. Utilise localised logistics and micro-consolidation hubs to reduce number of local vehicular trips and minimise duplicated parking provision.

40. Parking measures must include:

- a. In the residential areas, setting low parking ratios and optimise garden spaces/back-to-back and overlooking distances. Where parking courts are utilised, ensuring these are secure, well overlooked and integrate urban greening;
- b. At employment-led areas, avoiding employee surface parking by providing off-plot parking for staff and visitors in the Station Quarter and Town Centre, enabling progressive management of parking provision and flexibility;
- c. Optimised parking provision at the new station, with minimised provision across the wider Station Quarter and Town Centre, to support the achievement of the trip budget. Innovative measures to drive higher sustainable mode shares, trip internalisation and reduce vehicular trips will be supported;

- d. Across the development, considering use of multi-storey mobility hubs and limited unallocated and flexible spaces to consolidate parking, enabling a more efficient use of space and encouraging active and sustainable travel for local journeys. Provision of high quality multi-storey hubs will be supported;
- e. Avoiding surface car parking outside of the areas associated with the new station to support compact and walkable neighbourhoods.

41. Highway improvements must include:

- a. New and, where necessary, enhanced pedestrian, cycle and vehicle crossings across the East West Rail route, including connections to the A1198 and St Neots Road (with the re-provision of existing road connections affected by the new railway delivered by East West Rail Co);
- b. Appropriate traffic calming measures in surrounding villages to prevent 'rat running' and encourage sustainable travel, with exact measures to be identified through a Traffic Calming Study developed in conjunction with local communities. Development will not be supported where the necessary mitigation measures have not been delivered and, where appropriate, are enforceable.

42. All expansion proposals at Cambourne will be subject to a monitored and enforceable peak-hour vehicular trip budget. The indicative trip budget is approximately 2,500 trips in the AM peak and 2,500 trips in the PM peak. A refined trip budget based on more detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.

43. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This will include (but not be limited to) high-quality mobility services that prioritise modal shift and monitor ongoing performance.

Resources

44. To control known risks of flooding on-site to reduce the risk of flooding to areas downstream or upstream of the development, ensure the provision, management and on-going maintenance of sustainable surface water drainage measures, informed by the preparation of a Sustainable Drainage masterplan to reduce the rate of rainwater run-off whilst delivering benefits for biodiversity, water quality and amenity.

45. Prepare a Cambourne Climate and Sustainability Innovation Delivery Plan to inform the masterplan for the site, including detail of how the expansion of Cambourne will innovate on resource use, net zero and climate resilience through design and delivery of development (in line with the Cambourne Sustainability Framework).

46. Provide appropriate provision for and design of foul drainage and sewage disposal in line with the Climate and Sustainability Innovation Delivery Plan and a Foul Drainage Strategy, to be prepared by the applicant.

47. Provide appropriate provision for and design of waste and recycling management facilities, to be in line with the Climate and Sustainability Innovation Delivery Plan and a Street Space and Kerbside Strategy to be prepared by the applicant.
48. Cambourne North must be designed to:
- a. minimise embodied carbon emission by embedding innovative and exemplary deep decarbonisation actions through design and construction, informed by regular whole life carbon assessments;
 - b. be net zero in operation, delivering a high-standard of energy efficiency and with 100% of site energy, being supplied through on-site renewable energy;
 - c. integrate circular economy principles into design (including Zero Avoidable Waste in construction, maximising opportunities for reuse and recycling of materials across whole life-cycle) and will encourage zero waste living in operation for future residents through provision of services and facilities;
 - d. maximise opportunities for food growing throughout the development, including within dedicated spaces and as part of the public realm;
 - e. meet high standards of water use efficiency and on-site water reuse, designed around community scale water recycling measures.

Lifespan

49. Delivery of Cambourne North, including any individual phases, must be in accordance with an approved phasing plan that must be submitted alongside the first planning application for the site, to ensure the expansion supports the creation of a fully functioning and successful town.
50. Planning for essential services, facilities and infrastructure must be undertaken in a comprehensive manner, anticipating future needs, and establishing suitable mechanisms to deliver the infrastructure in a timely and efficient way to achieve the successful delivery of the new town, including the needs of individual phases, and the requirements on developers.
51. The approach to the long-term management, maintenance and stewardship of the expansion of Cambourne, including its infrastructure, services and facilities, must be identified at the outset. An approach that enables community-led stewardship of Cambourne's new place assets should be strongly considered, reflecting the approach to management in the existing town and building on Cambourne's distinctive community spirit and collaborative culture. The stewardship approach must include the approach to funding and financing the management and maintenance of community assets and open space.
52. A Meanwhile Strategy must be prepared by the applicant to identify opportunities for the meanwhile use of sites for housing, employment and other uses, making efficient use of land while it is awaiting longer-term development.
53. An Engagement Strategy must be prepared by the applicant to meaningfully enable local people and stakeholders on site wide and phase/neighbourhood specific proposals.

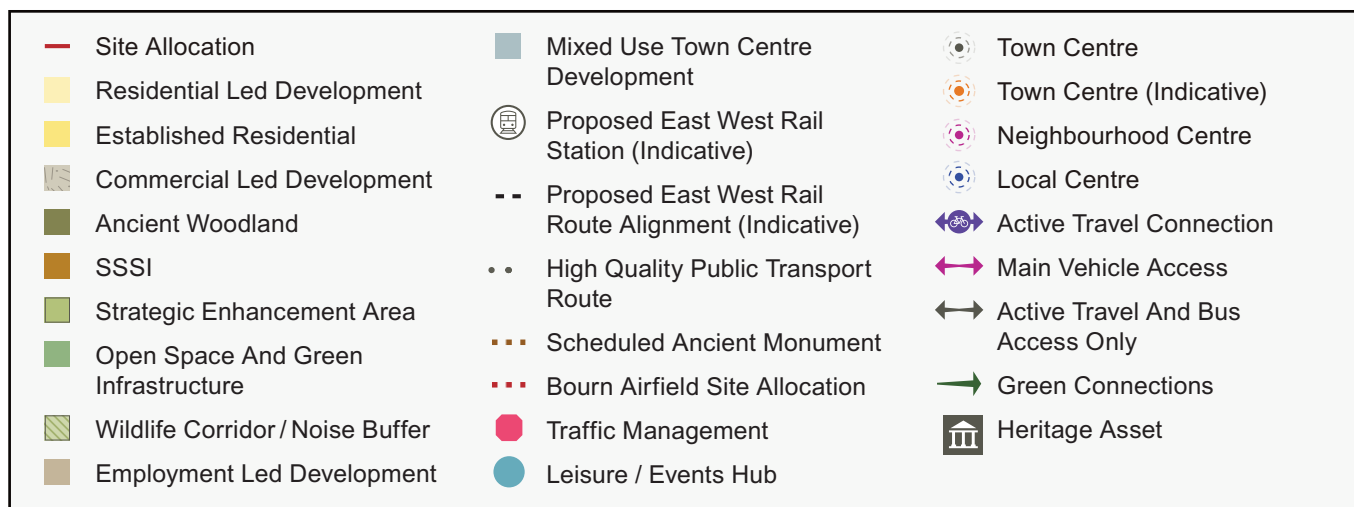
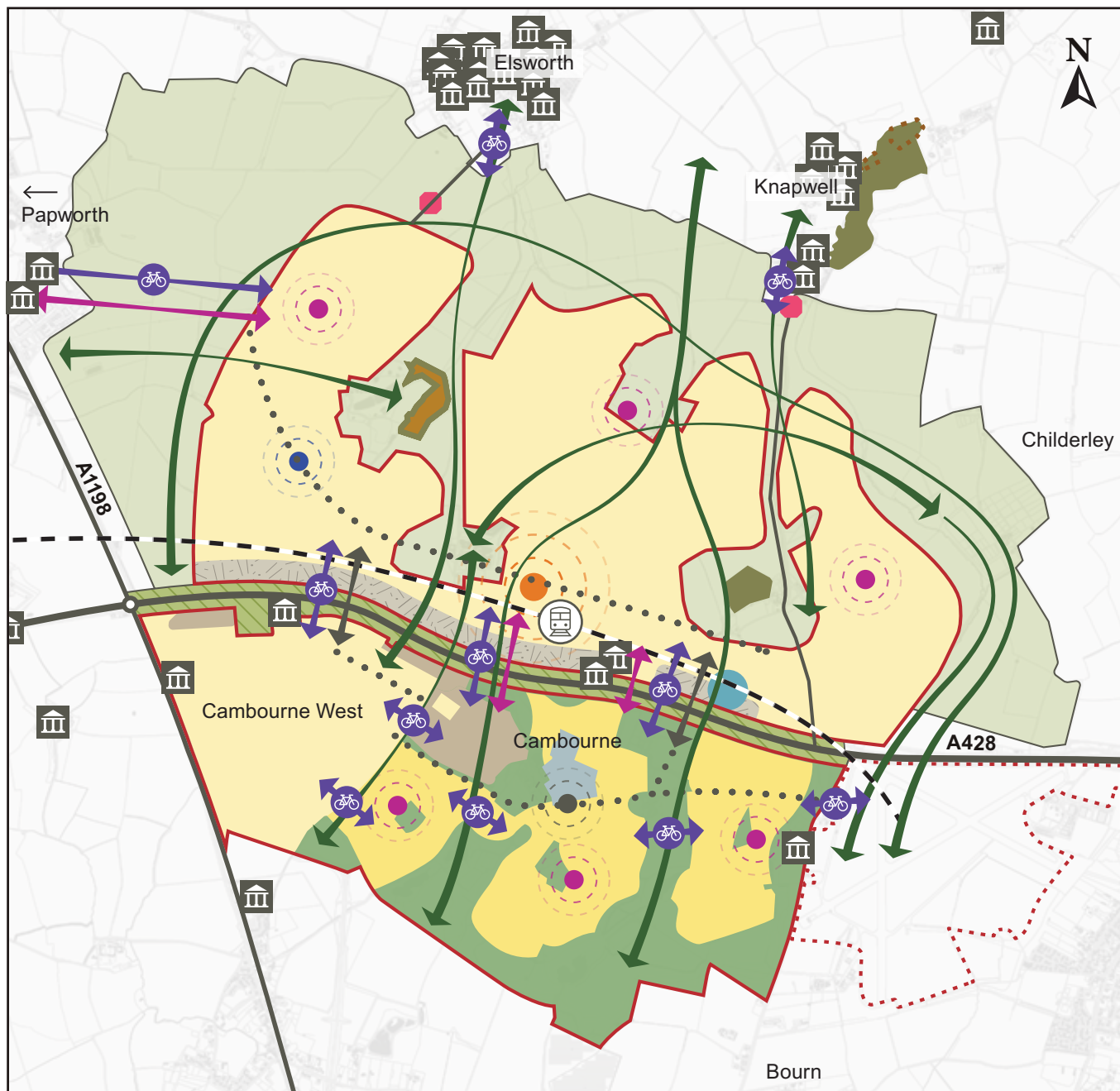


Figure 78: Spatial Framework for Policy S/CBN: Cambourne North and Policy S/CB: Cambourne

Supporting information

- 3.3.7** National planning policy says that plan making should look to the opportunities provided by major new infrastructure. Cambourne has been identified as the location for a new East West Rail station. Since First Proposals plans for East West Rail have been further developed. A non-statutory consultation was held in 2024 and the Government has reaffirmed their commitment to deliver East West Rail. The proposed Cambourne to Cambridge busway scheme will also enhance the connectivity of Cambourne by public transport. The expansion of Cambourne provides the opportunity to bring forward development in a location which is accessible by sustainable modes, and at the same time support the existing town so that it becomes more sustainable and can offer the services and facilities of a modern town.
- 3.3.8** To ensure existing residents can realise the benefits of the new East West Rail station and other services and facilities provided as part of the expansion there must be convenient access between the existing settlement and the expansion area. The options appraisal process identified that expansion to the north of Cambourne provides the best alignment with transport connectivity and the best potential for growth.
- 3.3.9** The Spatial Framework Strategy describes the process to identify the extent of growth and capacity of Cambourne. Constraints were considered including flood risk, nature sites and habitats, and heritage assets. The extent of growth was then identified taking into account the ambition for growth to be landscape led and the need to reduce the visual impact of development as well as the need to create a buffer with surrounding villages. Through this process the broad extent of growth was identified.
- 3.3.10** A landscape buffer will be provided around the eastern, northern and western edges of the site to ensure that development responds sensitively to the neighbouring villages and wider landscape. The location of major land uses and design of the southern edge of the extension will ensure the expansion area is well integrated with the existing settlement. A number of objectives are also identified in the Spatial Framework Strategy, which provide the key characteristics for Cambourne's expansion to be successful. Planning policy relevant elements of these objectives have been included in the policy wording.
- 3.3.11** The road network in South Cambridgeshire is reaching capacity, in particular roads into Cambridge. Therefore, high levels of sustainable mode share (percentage of trips using walking/cycling/wheeling/public transport) and trip internalisation (percentage of journeys that are within Cambourne) must be achieved to ensure that growth at Cambourne does not cause major negative impacts on traffic in the surrounding area. The delivery of the new East West Rail railway station and the CtoC busway also results in significant opportunities to encourage greater use of sustainable modes of transport.
- 3.3.12** As a result, the policy makes provision for high quality public transport and active travel infrastructure to connect neighbourhoods, surrounding villages, facilities, centres and the railway station. It also identifies the need for new and enhanced crossings across the A428 and East West Rail, enabling residents in existing Cambourne to access new services and facilities by sustainable modes.

- 3.3.13** Development at Cambourne will be subject to a vehicular trip generation budget to ensure that development does not result in unmanageable congestion on the surrounding road network. The trip budget will be set through the emerging Cambridgeshire Transport Strategy and supporting transport modelling work. The emerging trip budget for expanded Cambourne is c.2,500 vehicular trips during the peak movement periods. This trip budget has been set through a transport modelling exercise, which identifies a figure of vehicular trips that can be accommodated on the highway network. The trip budget has resulted in a number of highway interventions being included in the policy (such as traffic calming measures and proactive management of parking provision), to discourage vehicular trips and encourage use of sustainable modes.
- 3.3.14** The Cambourne Transport Strategy and Infrastructure Requirements report identifies in further detail the series of transport interventions that are likely to be needed to improve the local movement network and reduce severance, supporting achievement of greater trip internalisation and higher sustainable mode share. The issue of local rat running to access Cambourne and the new railway station are key local concerns, particularly for the villages to the north of the town. Further work will be undertaken with stakeholders, including the transport authority and East West Rail to address this issue.
- 3.3.15** There are a number of natural sites within the boundary of the allocation which have important ecological and biodiversity value, such as Knapwell Wood, Overhall Grove and Elsworth Wood Ancient Woodlands. These sites must be carefully managed to avoid further deterioration of these irreplaceable habitats, and measures including avoidance zones will be required in line with the NPPF. This will need to be addressed through a comprehensive approach, looking at ecology, landscape, green and blue infrastructure in the round.
- 3.3.16** The area to the north contains three sites of special scientific interest (SSSI), and a county wildlife site (CWS) designated for the ancient semi-natural woodland habitat and associated vascular plants they support. All the SSSIs are in unfavourable condition, two of them declining. Brockley End Meadow to the north, as well as Caxton Moats and Manor Farm Meadows to the south and east are all CWS designated for their wet grassland communities. Retention, protection and enhancement of these sites is key to ensuring the preservation of their value to biodiversity. Eversden and Wimpole Woods SAC, designated for a maternity roost of barbastelle bat (*Barbastella barbastellus*) which forage over a large area of up to 20 km of connected, suitable habitats such as unlit woodland edge, hedgerows, streams and rivers, is in close proximity.
- 3.3.17** Any functionally linked land should be retained as a priority and kept dark, as much as practically possible. Any replacement habitat intended to provide connectivity should include necessary mitigations to create dark conditions for the movement of Barbastelle bats between old growth woodlands. Dark buffer zones should be applied to all designated sites and woodland, whilst any connecting habitats intended as part of the foraging network for barbastelle bats should be dark. These areas should be re-naturalised and enhanced for the target species. Detailed surveys are required to inform enhancement and management planning and lighting strategies. The expansion of Cambourne should therefore be shaped by protection of key ecological areas,

retaining and enhancing existing links and increasing strategic links between ecological sites.

- 3.3.18** It is important to recognise that evidence suggests that large scale development at Cambourne would have landscape impacts and that these would be hard to fully mitigate. However, when considered in the context of the significant economic and carbon benefits of locating development at the proposed new rail station at Cambourne, it is considered that the benefits are likely to outweigh the level of landscape harm.
- 3.3.19** Therefore, the expansion of Cambourne should be landscape led to minimise impacts as much as possible, to focus place making objectives for the expanded town, and delivery of the wider vision for green and blue infrastructure at Cambourne.
- 3.3.20** Green and blue infrastructure also has a role in providing amenity, connectivity and recreational value. The Cambourne Green and Blue Infrastructure Framework included in the Spatial Framework Strategy has identified opportunities to create and connect blue and green infrastructure through a new regionally significant district-scale woodland arc (Cambourne Forest) and through a series of green and blue linkages throughout development. These have been taken forward in the draft policy. The applicant will need to explore in greater detail (through the Ecological Masterplan) the opportunity for the buffer to the north of expanded Cambourne to include a regionally significant woodland arc providing amenity for the residents of Cambourne (as an informal Suitable Alternative Natural Green Space) as well as places further afield.
- 3.3.21** In addition to providing landscape, biodiversity and amenity value, the forest could also create benefits in respect of carbon trading and research, which should also be explored. The forest should be a visitor destination, and work to develop the attractors for this will be required, for example it could include an adventure playground. Following the Lawton principles of 'more, bigger, better and joined up' this will prioritise protected sites, priority habitats and features that support protected and notable species, and make substantive contribution to delivering the local nature recovery network.
- 3.3.22** The Site will have nature at its core, strengthening local ecosystems, creating a healthy, resilient and intergenerational community. New regionally-significant green spaces will promote well-being and active lifestyles, while a low-emission environment will support health and sustainability, making it a resilient and desirable town and a beacon of contemporary living. In addition to the Cambourne Forest, the Strategic Enhancement Area will also need to include other forms of mitigation measures, including arable fields, in particular around the existing northern villages which form part of the setting of the conservation areas, as well as around RSPB Hope Farm.
- 3.3.23** In these areas, priority should be given to the protection of Turtle Doves which are a Priority Species given their decline and the provision of habitats for pollinators. The Ecological Masterplan will therefore need to contain a wide range of ecological and landscape types and measures to create a rich and diverse ecosystem whilst also set out measures how developers will work proactively with adjacent farmers and other landowners.

- 3.3.24** There is a low density of designated heritage assets north of the A428 in the development area. Main concentrations of assets are at Elsworth, Knapwell, and Childerley Park. Childerley Park is east beyond the Site. Elsworth and Knapwell will be well buffered by existing and enhanced green/landscape features as will Papworth Everard to the west, as indicated in the Spatial Framework.
- 3.3.25** There are however likely substantial archaeological impacts and therefore archaeological investigation and mitigation will be required. Childerley Hall has a large deserted medieval settlement to the south which is currently undesignated but clearly of equivalent significance to scheduled monuments and so should be considered accordingly.
- 3.3.26** Greater density is identified as a priority for Cambourne's expansion due to the need to create a 'critical mass' of people for the provision of services and facilities, and need for high levels of sustainable mode share and trip internalisation (as identified in the Cambourne Transport Strategy and Infrastructure Requirements report). A lack of critical mass has been an issue for previous new towns and urban extensions (for example in existing Cambourne).
- 3.3.27** The new East West Rail station and busway provide good opportunities to enable greater density of development. Greater density also reduces sprawl, and therefore the proximity of development to surrounding villages, supporting the proposed edge treatment. The appropriate densities across the Site would need to be determined at the application stage following further testing. Densities of 60-70 dph or higher could be achieved in the Town Centre and Station Quarter.
- 3.3.28** Engagement with parish, town, district and county councillors has identified the need for greater flexibility and diversity in the provision of residential and community spaces within neighbourhoods. The policy therefore identifies a number of elements to be considered as part of the design and development of neighbourhoods to ensure sufficient diversity and flexibility in types and tenures of housing, along with types of community and social infrastructure provision. The Councils will continue to consider the quantum of new development following the completion of further technical work and consideration of representations ahead of the next stage of public consultation.
- 3.3.29** The Cambourne Economic Study has identified significant potential for employment growth at Cambourne, due to improved transport connectivity created by East West Rail and CtoC. However, it identified that this employment space is unlikely to be successful unless it is highly integrated with the rest of the town and has easy access to transport and amenities. The policy therefore identifies a number of required characteristics of employment uses to support the successful generation of greater economic activity.
- 3.3.30** Cambourne's expansion (and new town centre) being closely connected to the existing settlement is important for creating a 'critical mass' of population to support a higher level of facility and service provision, as reflected in the Cambourne Transport Strategy and Infrastructure Requirements report. Anchor amenities have also been identified as important for enhancing place identity and making Cambourne a destination for visitors, further supporting 'critical mass'. Community and stakeholder engagement has also suggested that Cambourne's expansion should ensure close links to the existing settlement. The policy therefore identifies a need to deliver a number of anchor

amenities and connections between existing and expanded Cambourne to support the timely provision of new services and facilities and enhanced place identity.

- 3.3.31** Engagement has suggested that surrounding villages would prefer to retain separate identities to that of an expanded Cambourne, and therefore provision has been made for landscape features that create a sense of separation between surrounding villages and the Site.
- 3.3.32** The Cambourne Green and Blue Infrastructure Framework and Spatial Framework Strategy identify a number of interventions relating to public space to ensure delivery of placemaking ambitions for Cambourne. The policy therefore lays out how the design of public spaces and streets in Cambourne's expansion should reflect the denseness of development, provision of high-quality public transport and active travel infrastructure and the need for flexibility in uses and forms over the place's lifespan. Design of an expanded Cambourne should also reflect the need to provide connectivity for nature throughout the site.
- 3.3.33** The experience of recent new developments in Cambridgeshire, such as Eddington, has shown how innovation in the use of street space and the kerbside can result in improved placemaking and density; therefore the applicant will be required to prepare a Street Space and Kerbside Strategy (to be agreed with the Local Planning Authority) to support Cambourne delivering best-in-class streetspace and kerbside design and use.
- 3.3.34** Experience of development in existing Cambourne, Northstowe and other new settlements has shown that increased diversity of uses and flexibility in space use in the Town Centre and other centres of activity is necessary to ensure that they can become vibrant and activated places. The policy therefore identifies a number of elements that are required for Cambourne's new Town Centre to avoid overprovision, maintain flexibility and support place activation. The issue of the timing of new services and facilities in relation to residential and employment development has also been identified as a key issue in the success of new and expanded communities. Careful and co-ordinated consideration of the delivery of services and facilities is required; the applicant should give due consideration to this as part of the Place Activation, Culture and Events Strategy and Employment Strategy.
- 3.3.35** A mix of services, facilities and employment is needed to create a vibrant and successful place. The Spatial Framework Strategy identifies an appropriate mix of uses for Cambourne's expansion, based on the Cambourne baseline evidence studies. In addition, the need to create space for flexibility and innovation as Cambourne grows has been identified through community and stakeholder engagement. The policy identifies the expected range of residential, employment, community, open space, leisure, waste and sewerage uses required, with further detail expected to be developed with the applicant through a number of strategies, including:
- Place Activation, Culture and Event Strategy – Ensuring that key anchor amenities and public space contain uses that meet the needs of local residents and help create activity and identity for an expanded Cambourne has been identified as a key driver of successful placemaking. The policy therefore requires that a Place Activation, Culture and Events Strategy must be prepared by the applicant in conjunction with key stakeholders, detailing the range of uses to be accommodated in the design of public

spaces, new local and regional facilities along with a Stewardship Delivery Plan for operation and maintenance of these spaces.

- Faith Spaces Strategy – Engagement with local stakeholders has identified a shortage of faith spaces to meet the needs of residents in Cambourne. The applicant must therefore develop a Faith Spaces Strategy, detailing the range and scale of faith spaces to be included in the expansion of Cambourne.
- Intergenerational Housing Strategy – The need for innovation and flexibility in types and tenures of housing which meet the needs of people at all stages of life has been identified as a key priority through engagement with local stakeholders. The applicant must therefore prepare an Intergenerational Housing Strategy, detailing how the site will provide diverse housing types and tenures to meet the needs of the community at all stages of life.
- Employment Strategy – The Economic Study has identified a number of key elements for successful development of employment uses in an expanded Cambourne, including access to amenities, density and transport connectivity. The applicant must therefore prepare an Employment Strategy in conjunction with the Local Authority's economic development team, to ensure delivery of these key elements.

3.3.36 There are significant infrastructure challenges relating to water, waste and energy in South Cambridgeshire, which represent absolute constraints to Cambourne's expansion unless mitigated and that these new measures are sequenced ahead or alongside the provision of new homes and jobs. In addition, climate change will result in a need for greater sustainability and resilience from an expanded Cambourne. The Sustainability and Net Zero Framework identifies these challenges and identifies potential measures to respond to them. Cambourne's expansion should therefore minimise its impacts on energy, waste and water networks through a range of the identified sustainability measures and that they must be considered and coordinated at the earliest stages of preparing a development proposal to ensure a holistic, rather than piecemeal, approach is taken.

3.3.37 The policy identifies a number of principles, in line with the Sustainability and Net Zero Framework, to ensure development at Cambourne is sustainable and responds to the climate emergency. The applicant will be required to prepare a Cambourne Climate and Sustainability Innovation Delivery Plan, which (in conjunction with the Cambourne Street Space and Kerbside Strategy) will enable the applicant to agree the detail of the approach to be taken to sustainability issues.

3.3.38 Community and stakeholder engagement has suggested that build quality, delivery mechanisms and stewardship of public spaces have been key factors in the challenges and successes of Cambourne's growth to date. Cambourne's expansion will therefore need a carefully developed approach to planning, delivery and stewardship to ensure that the aims of the policy can be delivered. The Cambourne Ecological Masterplan and Stewardship Strategy, Place Activation, Culture and Events Strategy and Intergenerational Housing Strategy to be prepared by the applicant will enable an approach to be agreed with LPA on these key issues.

Policy S/CB: Cambourne

What this policy does

- 3.3.41** Cambourne comprises the three linked villages of Great, Upper and Lower Cambourne, originally envisaged in a masterplan that was approved in 1996. Outline planning permission was subsequently granted for a fourth village at Cambourne West and was included in the South Cambridgeshire Local Plan 2018. Now designated as a town, the buildout of Cambourne is ongoing following subsequent approval of detailed (reserved matters) applications in 2020 and 2023.
- 3.3.42** This policy provides a consistent planning framework for managing new applications for development within the town, in the context of a new strategic allocation for expansion of the settlement at Cambourne North. It incorporates a holistic vision for the development of Cambourne as a whole, to ensure that new development within the existing town and the expansion area to the north are well integrated and serve the needs of existing and future communities.

Policy S/CB: Cambourne

Vision and identity

1. Cambourne will continue to develop into a modern town that is well connected, sustainable, thriving and prosperous. Key to its continued success will be the integrated network of ecological and open spaces as well as a growing range of employment opportunities, services and facilities that will meet the day-to-day needs of the local community.
2. New development will be expected to positively contribute the housing, employment and community needs for the town, as well as local aspirations for a healthy, cohesive and proud community. A key priority will be ensuring the existing town integrates successfully with the proposed development to the north at Cambourne North, including its proposed Station Quarter.
3. As set out in the Spatial Framework, Cambourne's growth will be centred around three key areas:
 - a. **Cambourne West**
 - b. **Cambourne Business Park**; and
 - c. **Cambourne Town Centre**.
4. There will also be a focus on delivering strong connectivity to Cambourne North (Policy S/CBN) and Cambourne Railway Station, to ensure the whole town is able to

benefit from new facilities, amenities, employment opportunities and sustainable transport links.

Cambourne West

5. The new and fourth village to the town of Cambourne will continue to develop into a well-integrated, vibrant and sustainable new community, providing a range of housing types, employment opportunities, local facilities and open spaces. At the heart of the development will be a green spine, which will form a key part of the active travel and open space networks but also provide the framework for the community facilities, including schools, community spaces and new local centre.
6. It will be well-connected to the wider area by public transport and active travel connections. The development will be embedded in a network of multi-functional green infrastructure, and support walking, cycling and public transport as the preferred mode of choice for travel.

Uses

1. Cambourne West is allocated for mixed use development, comprising:
 - a. Up to 2,350 homes, including affordable housing, older persons accommodation and self/custom build homes;
 - b. Employment uses up to 30,625 square metres (gross internal area) of mixed employment (Class E(g)) floorspace. These should be split between two parts of the development, as set out on the Spatial Framework, to ensure good access to the A1198 for the western parcel and to compliment Cambourne Business Park for the eastern parcel;
 - c. Education facilities to include an additional primary school;
 - d. Community facilities of at least 645 square metres (GIA);
 - e. Retail uses of at least 1,550 square metres (GIA);
 - f. Indoor and outdoor leisure provision, play spaces and sports pavilion;
 - g. Open space including parks and landscaping;
 - h. Allotments;
 - i. The provision of small scale shops and other town centre uses to serve the needs of the development and adjoining Business Park. This must:
 - i. include provision for convenience shopping needs with a store of up to 500 square metres (GIA), within 600 metres of the majority of homes.
 - ii. be supported by a retail assessment, submitted as part of any planning application, to demonstrate that the quantity of town centre uses proposed will support the needs of the development whilst not having a significant adverse impact on the vitality and viability of other centres including Cambourne Town Centre.

- j. Safeguarded land within the existing and proposed school grounds to enable their future expansion.

Development proposals for Cambourne West must do the following:

Context

2. Be in accordance with the Cambourne Spatial Framework, approved Masterplan and Design Code (or any successor documents). Any new or amended Masterplan must demonstrate how the development will integrate with the rest of the town, including Cambourne North.
3. Provide a new central spine for new services and facilities to create community hubs that are well positioned to serve the community and adjacent neighbourhoods.
4. Protect and enhance the existing woodland belts to the north, south and west of the site, providing extensive screening to mitigate short and long-distance views. The woodland should be varied in width and provide breaks to afford views out where appropriate.
5. Ensure there is appropriate screening to avoid the sense of coalescence with Caxton and minimising views of the development from within the village.

Built form

6. Ensure that building heights and massing make a positive contribution to the wider landscape character of the area, with necessary mitigation measures implemented where adverse impacts are identified.
7. Provide satisfactory arrangements to control traffic noise from the A428 and A1198 which do not involve the use of acoustic fences and walls, such as gently contoured landscaped soil bunds.

Public Space

8. Provide landscape areas and green corridors to contribute to the informal recreation needs of those living, working and visiting the development including for informal children's play.

Nature

9. Retain existing woods, hedges, unimproved grassland areas and water features, contributing to the character and amenity of Cambourne West. These must be:
 - a. managed to enhance their ecological value; and
 - b. linked together by areas of open space, to provide a network of accessible green infrastructure both within the site and beyond.

Movement

10. Seek to minimise the use of private vehicles, through the provision of active travel measures and bus routes passing through the site. Measures must include:
 - a. Providing a comprehensive and legible network of streets and paths providing easy access into and through the site and delivering attractive, direct, safe and convenient walking and cycling routes, which link homes to public transport and the main areas of activity within Cambourne West and the wider town, such as the town centre, schools and employment areas;
 - b. Developing an improved rights of way network, making provision for walking, wheeling and horse riding, to support sustainable transport, recreation and health, and to connect the town to the wider countryside and settlements beyond Cambourne, including Papworth Everard, Caxton and Bourn Airfield;
 - c. Ensuring the local centre is accessible to all the town's population by walking, cycling and public transport, including segregated walking and cycling paths linking Cambourne Business Park and Cambourne Village College;
 - d. Creating an effective local bus route through the site to ensure that all dwellings are within easy walking distance of a bus stop;
11. Make provision for a new active travel and vehicular bridge connecting the site to Cambourne North.
12. The applicant must prepare a detailed Transport Strategy and Transport Assessments, for each phase of development, to manage and monitor impacts and demonstrate that the additional travel demands generated by proposed development can be met through network improvements and mitigations. Coordination will be required with other developments on the A428 corridor to deliver the necessary improvements. Highways measures will include:
 - a. Making on-street provision for any possible expansion of the Cambourne to Cambridge Guided Busway and include any measures necessary to ensure that a bus journey between Cambourne West and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic;
 - b. Providing high quality segregated bus priority measures on the A1303 between its junction with the A428 and Queens Road, Cambridge;
 - c. Addressing the impact of the proposals on the junctions of the A428 with the A1303 and the A1198, which must be assessed in detail and contributions towards or direct funding of improvements to the junctions secured through a legal agreement where required;
 - d. Delivery or funding of any measures required to mitigate the traffic impact on Bourn, Caldecote, Toft, Comberton and Barton; and
 - e. Vehicular access to be provided through an enhanced route through the Business Park, one or more access points from the Caxton Bypass, and via Sheepfold Lane.

Resources

13. Create a water attenuation network, to support sustainable water management and deliver ecological benefits.
14. Ensure the provision, management and on-going maintenance of sustainable surface water drainage measures.
15. Make appropriate arrangements for foul drainage and sewage disposal, to be explored and identified through a foul drainage strategy.
16. Make satisfactory arrangements, set out in a Construction Strategy (to be approved by the Local Planning Authority), in relation to site accesses, haul roads, construction traffic routes, storage compounds, use of plant and machinery, working days and hours, and retention of construction spoil on site. This must ensure that construction vehicles do not travel through nearby villages or have an adverse effect on biodiversity.

Lifespan

17. The applicant must ensure the provision, management and maintenance of infrastructure, services and facilities to meet the needs of the development which are not met by a statutory undertaker.
18. Undertake a Landscape Visual Impact Assessment and Heritage Impact Assessment to understand the impacts of development on landscape character, long range and local views and heritage assets and their setting.
19. As part of future planning applications, the applicant must provide management and maintenance plans for:
 - a. landscaping and open spaces;
 - b. community buildings;
 - c. indoor and outdoor sports facilities;
 - d. unadopted roads; and
 - e. parking enforcement.

Cambourne Business Park

20. Cambourne Business Park will be an employment led, mixed use quarter, providing a mix of employment opportunities, new homes, open spaces and supporting facilities. The site will become a lively and integrated part of the town, connecting Cambourne West and Cambourne Village College with the wider town to the east complimented by a mix of activities beyond the working day.

Uses

21. Cambourne Business Park is allocated for mixed use development, comprising:

- a. Up to 256 homes, including affordable and self and custom build homes;
- b. Approximately 4,000 square metres (GIA) office (Class E(g)(i)) floorspace;
- c. Appropriate supporting ancillary uses and infrastructure, including retail uses of 109 square metres (GIA) through the reuse of the marketing suite; and
- d. Open space including parks and landscaping.

Development proposals for Cambourne Business Park must do the following:

Context

22. Be in accordance with the Cambourne Spatial Framework and approved masterplan (or any successor documents). Any new or amended masterplan must demonstrate how the development will integrate with the rest of the town, including Cambourne North, Cambourne West and the Town Centre.

Built form

23. Ensure the height and massing of commercial buildings are carefully designed to avoid adverse impacts on local and wider views and complement residential blocks elsewhere on the site.

Public space

24. Create a network of green spaces within the wider development, which integrate well with existing and proposed development, contribute to legibility and contribute to the attractiveness of the place.

25. Provide hard and soft open spaces throughout the development that are multifunctional and accessible to those living at, working on and visiting the site.

Nature

26. Provide a high degree of connectivity between the existing and proposed green spaces and ecological assets.

27. Ensure retention and enhancement of the existing tree belts along the boundary of the site and within individual plots.

28. Be in accordance with a landscape strategy for the site, prepared by the applicant and approved as part of the planning application.

Movement

29. Provide a comprehensive and legible network of streets and paths which allow for easy access into and through the site.
30. Seek to minimise the use of private vehicles through the provision of active travel measures and bus routes passing through the site.

Lifespan

31. As part of future planning applications, the applicant must provide management and maintenance plans for:
 - a. landscaping and open spaces;
 - b. indoor and outdoor sports facilities;
 - c. unadopted roads; and
 - d. parking enforcement.
32. The applicant must prepare and adopt a management strategy to ensure high quality, robust and effective implementation, adoption and maintenance of the biodiversity areas.

Cambourne Town Centre

33. Cambourne Town Centre will continue to develop into a thriving centre, which contains a mix of shops, employment floorspace, community uses and homes. It will become a place for people to visit on foot, bicycle and by public transport to meet their daily needs and provide opportunities for people to meet and dwell.

Uses

34. Cambourne Town Centre is allocated for mixed use development, comprising:
 - a. A range of residential dwelling types and tenures, including affordable and self/custom build homes, including approximately 120 homes on Cambourne High Street;
 - b. A range of flexible retail units (Classes E(a-c) and E(e)) that meets the day-to-day needs of the local community; and
 - c. Community, cultural, dedicated faith and commercial leisure uses.

Development proposals for Cambourne Town Centre must do the following:

Context

35. Demonstrate a comprehensive and coordinated approach to redevelopment, maximising opportunities to:

- a. Enhance the existing town centre through the provision of social, cultural, retail and commercial development that supports the needs of the town;
- b. Provide mixed-use development that incorporates living, working, and leisure to create a dynamic, human-scaled environment;
- c. Optimise the town centre through the redevelopment and/or intensification of existing undeveloped plots and surface car parking.

Built form

- 36. Provide active frontages and high quality public spaces to enhance the vibrancy of the town centre and provide places for community events to take place and people to socialise and meet.
- 37. Identify opportunities to co-locate services and facilities to minimise the need for people to travel.
- 38. Provide flexible retail spaces than provide for small scale, independent, retailers and space for businesses to expand.
- 39. Explore opportunities to convert or repurpose existing large retail units for mixed use development.

Public space

- 40. Provide an integrated network of parks, squares, play spaces and water features, that seamlessly joins with and is accessible to the wider strategic open space network.
- 41. Provide community food growing, informal play and health-focused green spaces.

Nature

- 42. Embed nature across all development typologies, including green roofs, trees, habitat corridors and urban greening.
- 43. Create a landscape buffer using the Strategic Enhancement Area around the northern boundary of the site to create separation between neighbouring settlements and preserve and enhance the existing Ancient Woodland and SSSIs.

Movement

- 44. Prioritise active and sustainable travel in the design, enabling safe, accessible, and attractive movement for all users by:
 - a. Prioritising walkable neighbourhoods, low traffic streets, and excellent public transport connectivity;
 - b. Support a comprehensive, direct, legible network for walking and cycling, integrated with green space and public realm;

- c. Seeking to exceed minimum cycle parking standards, ensuring they are secure, covered and conveniently located throughout the area, including integrated into mobility hubs, workplaces and public spaces;
 - d. Making provision for bus services and adequate waiting provision for passengers, including shelters and seating;
 - e. Providing or contributing towards enhancements in public transport that deliver improved connections within Cambourne and to nearby settlements and maximise the benefits of proposed new infrastructure, such as the Cambourne to Cambridge public transport corridor;
 - f. Consolidating car parking, including exploring multi-storey car parking, to achieve high quality placemaking outcomes and make more efficient use of land in a sustainable location;
 - g. Restricting on-street parking through design to prioritise public realm and active travel; and
 - h. Incorporating a delivery and consolidation hub to reduce vehicle trips into the centre and support sustainable logistics.
45. Parking displacement within 1km must be monitored and development may be paused until suitable mitigation (such as Controlled Parking Zones) is implemented.

Lifespan

46. The applicant must demonstrate a coordinated and comprehensive approach to redevelopment of the town centre, either:
- a. Through the preparation of a comprehensive masterplan to maximise its potential; or
 - b. Where this is not feasible, site-level masterplans must be prepared demonstrating how they satisfactorily align with adjacent sites.
47. Applications must be supported by:
- a. Parameter plans for land use, density, height, movement and green infrastructure;
 - b. A design code guiding quality, form and materials;
 - c. A phasing and infrastructure delivery plan aligned with key triggers; and
 - d. A stewardship strategy to ensure long-term maintenance and governance of public realm and facilities.
48. The applicant must engage meaningfully with local communities and stakeholders through every stage.
49. Any proposals will be subject to independent design review, with updates to the Design Code as phases evolve.

Connections to Cambourne North (Policy S/CBN) and Cambourne railway station

50. In line with Policy S/CBN, there will be a focus on the integration of Cambourne North with the existing town and High Street, addressing potential barriers to movement, including the A428 and proposed East West Rail route, though a comprehensive movement network for walking and cycling, including a series of new connections and improvements to the public realm.
51. Cambourne and Cambourne North (Policy S/CBN) will be planned as one town. Critical to its success will be the ability for people to move seamlessly between the two parts of the town by active travel and public transport as well as private vehicle where necessary. As identified on the Cambourne Spatial Framework, three bridges must be delivered over the A428 between Cambourne and Cambourne North. These must:
- a. Deliver a design which make a positive contribution to the sense of place, forming part of the place identity for the town and be of high architectural merit, exceeding minimum technical standards in relation to width;
 - b. Be phased to align with the opening of the railway station and other planned phases of development;
 - c. form part of the movement and green infrastructure network, ensuring they provide safe, convenient and seamless links either side of the A428 which are suitable for pedestrians, cyclists and other forms of non-motorised transport;
 - d. provide ecological corridors, connecting with ecological networks on both sides of the A428; and
 - e. incorporate careful consideration of lighting to avoid unnecessary light pollution and subsequent adverse impacts on dark corridors.
52. Improvements will be sought to improve pedestrian and cycling facilities between Cambourne Town Centre and Cambourne Railway Station. This includes highways, junction and crossing improvements to Cambourne Road between the A428 'dumbbell roundabout' and the roundabout north of Great Cambourne so they are designed around active and sustainable travel, enabling safe, accessible, and attractive movement for all users.
53. Where the provision of new strategic infrastructure results in the loss of open space, landscape features and/or ecological habitat, these will be required to be replaced with enhanced provision within the town.
54. Infrastructure proposals will be required to provide biodiversity net gain in line with the requirements set out in other policies of this Local Plan.
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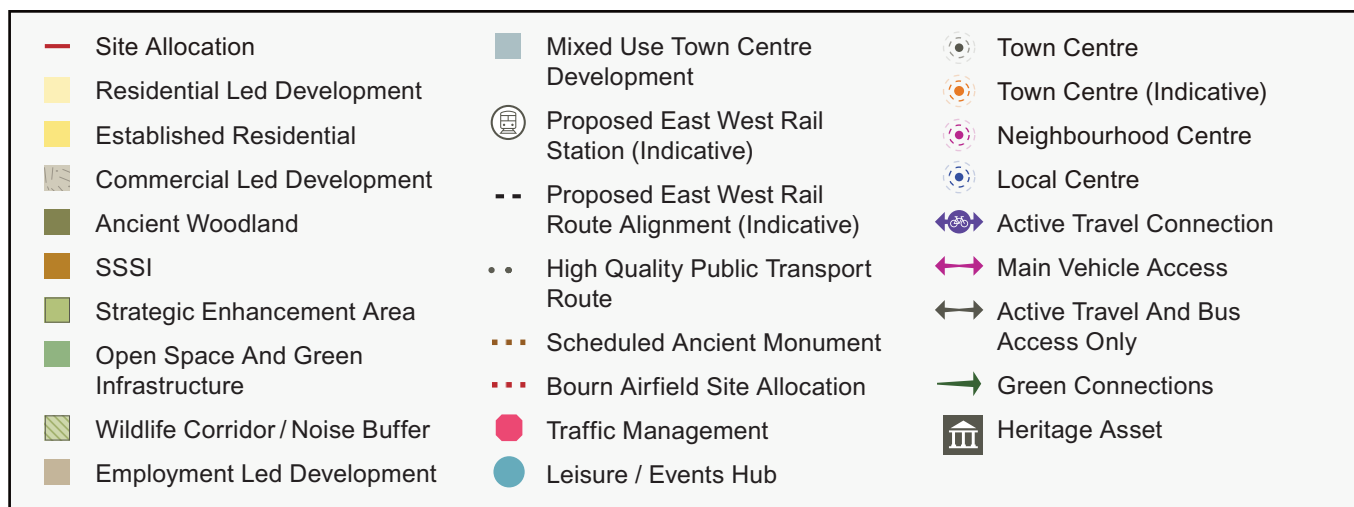
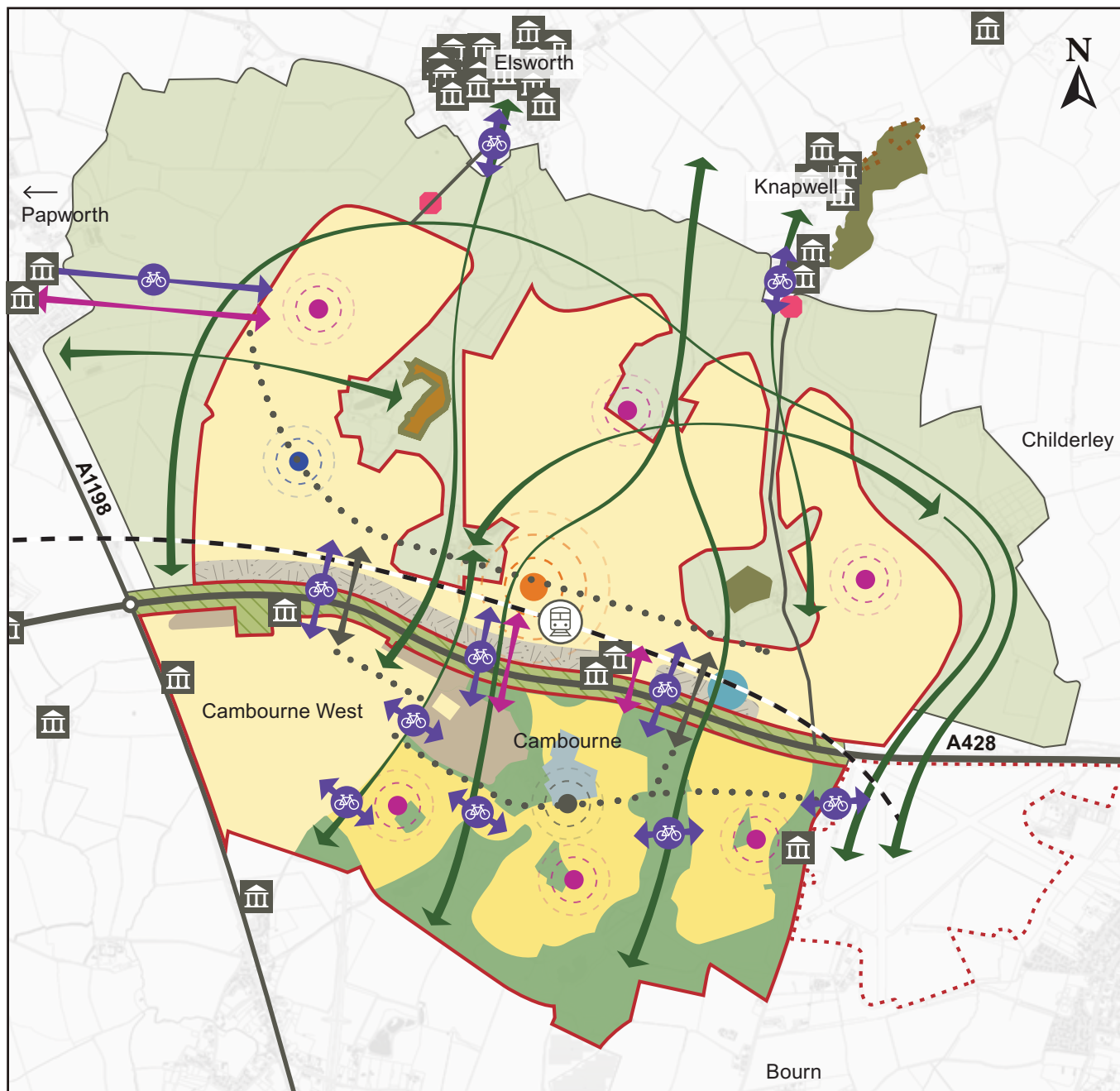


Figure 80: Spatial Framework for Policy S/CB: Cambourne and S/CBN: Cambourne North

Supporting information

- 3.3.43** Over the past 25 years, Cambourne has developed into a well-established community, where local people have access to a range of local services and facilities including a network of open spaces, sports clubs and successful schools. At the heart of the town is the local community who play a key role in supporting and delivering these essential local services. This is in spite of the lack of High Street within the town, where the town centre is dominated by large retail units and surface car parking.

Cambourne West

- 3.3.44** Development proposals at Cambourne West are expected to be delivered as per the agreed outline permission for the site, which was granted in 2017, and the approved Design Code.
- 3.3.45** The policy identifies the importance of the green spine through the new neighbourhood, linking important community assets including the new schools, shops and other facilities. This forms part of not only the movement network but also the green infrastructure provision within the area which will form a new addition to Cambourne's already well established and extensive green network.
- 3.3.46** The green infrastructure provision must also extend to the edges of the site, minimising the impacts of development on the views from Caxton and the setting of the village to prevent any sense of coalescence as well as protecting and where possible, enhancing, the existing ecological features and habitats.
- 3.3.47** Cambourne West will contain a range of uses, including new employment floorspace. This will complement the existing Cambourne Business Park and provide much needed employment opportunities that are well connected both within the town and beyond. The proposed East West Rail Cambourne station and Cambourne to Cambridge Busway will further enhance the accessibility and commercial appeal of Cambourne and therefore it is important that Cambourne West forms an important part of what will be a rich and diverse employment offer across the current and expanded town.
- 3.3.48** The scale and format of retail units should be commensurate to the nature of the development, providing day to day services and facilities for those living, working and visiting this area. This would also complement the existing Cambourne town centre rather than compete with it.
- 3.3.49** As set out in the Outline Planning Permission and Spatial Framework, Cambourne West must be fully integrated with the rest of the town and, in the future, with Cambourne North. A comprehensive network of streets, cycling infrastructure and public transport will be required to make sure that people have safe and convenient access to the wider area, minimising the need for people to travel by private vehicle and to support active and healthy lifestyles. The policy also sets out specific transport interventions that are required to mitigate impacts on local roads.

Cambourne Business Park

- 3.3.50** A key component of the original concept for Cambourne, the intention of the Business Park was to provide employment opportunities for the town. However this has proven to be challenging and the Park is yet to be fully built out. Despite the success of the Cambridge economy and the spill out this is having on wider areas like Babraham, Waterbeach and Melbourn, this is yet to come to fruition in Cambourne.
- 3.3.51** Recent planning permission for the development of 256 homes and new areas of public open space within the Business Park will transform the area into an edge of town employment park to a mixed use, integrated part of the town. Whilst providing a mix of homes and jobs, it will also be a key active travel and public transport corridor between the town centre and Cambourne West.
- 3.3.52** Given the proposed expansion of the town at Cambourne North and the proposed Cambourne Station and Cambourne to Cambridge Busway, the accessibility of the Business Park to the wider area and region will increase significantly and therefore the councils expect the undeveloped plots within the Business Park to come forward for appropriate employment uses during the Plan period.

Cambourne Town Centre

- 3.3.53** Through the Plan period, opportunities to develop the Town Centre should come forward where they make a positive contribution to the success of the town. The Councils, and local community, would like to see the High Street and wider town centre develop into a place where people will spend time, visiting shops, cafes and restaurants and using other facilities. A longer-term approach should also be taken to reconsider the potential of the existing retail park, identifying opportunities to create mixed use development set around human scaled streets and spaces. Nevertheless, this should not result in parking displacement and therefore a comprehensive active travel and public transport network is required to minimise the need for people to travel within Cambourne by private vehicle. Cambourne Business Park will play an increasingly important role within the town.
- 3.3.54** The proposed Cambourne to Cambridge Busway and East West Rail station will improve accessibility to the Park, making it a more attractive business location, whilst the permitted housing development within the Park will increase its vibrancy beyond the working day, creating a well connected and integrated mixed use neighbourhood within the town.
- 3.3.55** The policy continues to support the Cambourne West development, including the provision of retail, education and employment uses in order to provide the additional services and jobs needed in the area.

Connections to Cambourne North and Cambourne railway station

- 3.3.56** The A428 is important local and regional road whilst the proposed East West Rail scheme will provide an important high quality public transport link that connects the town with Cambridge and other towns and cities across the region. Nevertheless, these transport connections are also significant barriers to local connectivity and will need to be comprehensively overcome if the town is to expand to the north. Stitching Cambourne and Cambourne North together will require several new connections across the A428 and the proposed railway.
- 3.3.57** These connections must be seamless for people, whether walking or cycling, in order for the town to feel like one place. The policy sets out that these connections must also act as ecological corridors and therefore need to be of sufficient scale to accommodate dual purposes. Where these connections have adverse impacts on existing vegetation, species and habitats or open space, these will need to be replaced with enhanced provision within the town to ensure any impacts of these connections are adequately mitigated.

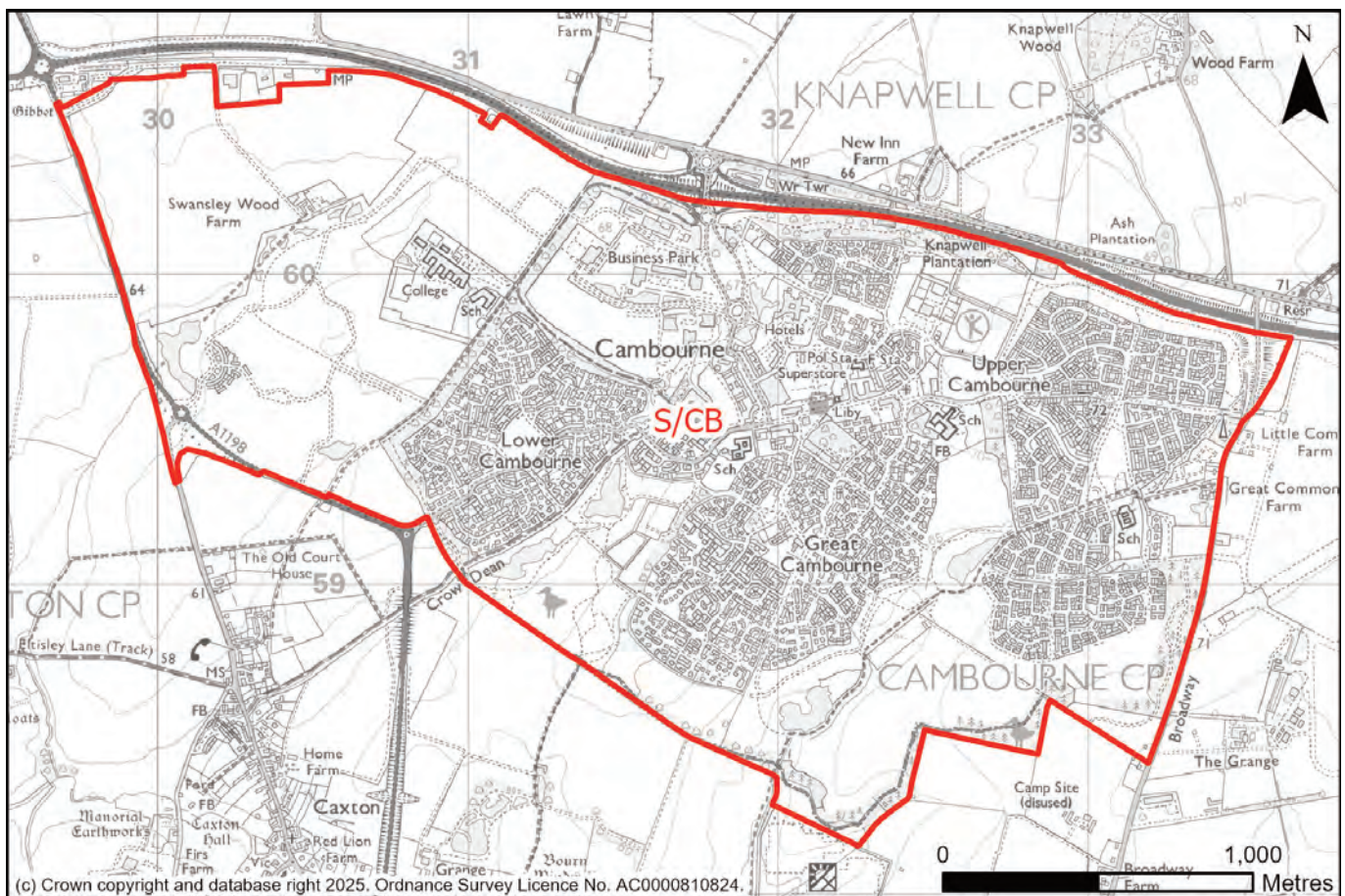


Figure 81: Site Plan for Policy S/CB: Cambourne

Policy S/GF:

Land adjacent to A11 and A1307 at Grange Farm

What this policy does

3.3.58 This policy provides a consistent planning framework for managing new applications for development of this new town in the context of a new strategic allocation for site. The policy will ensure that new development is well integrated, whilst maintaining a separation from other nearby settlements, serves the needs of existing and future communities and mitigates the impact of development where required. Grange Farm will be developed during the period of the Local Plan and beyond.

Policy S/GF: Land adjacent to A11 and A1307 at Grange Farm

1. Grange Farm will be a thriving and sustainable new town, providing a distinctive mixed-use development shaped by a comprehensive and innovative approach to delivering resilient placemaking. It will be delivered through a design-led approach with placemaking and nature at the heart of development.
2. Located at the heart of the Rural Southern Cluster, a globally important cluster of science innovation, Grange Farm will play a vital role in locating high quality new homes close to existing employment areas, connected through a holistic active travel and public transport network. At its heart, it will be a vibrant place that provides for the day-to-day health, wellbeing and quality of life needs of new residents, workers, surrounding communities and visitors, by positioning new local centres, schools, community uses, and other local services and amenities close to homes.
3. The new town will play a critical role in extending the Cambridge South East Transport scheme, with a new segregated connection proposed which would also enable potential future extension of the proposed scheme to settlements further afield.
4. Development will need to respond to the surrounding character and context whilst maintaining a distinction with other surrounding settlements, in part through the preservation of the existing distinctive built and natural environment.
5. The proposed Grange Farm site sits alongside the S/SEA/GF non-development areas adjacent to Grange Farm Strategic Enhancement Area. The Strategic Enhancement Area aims to ensure sufficient separation from neighbouring settlements and maintain a soft, green landscape to protect the development's rural setting. These areas may also be used to deliver other associated uses, including drainage, habitat compensation and informal open space.

6. Grange Farm contains and is close to a number of nationally significant ecological and historic assets, including the Worsted Street Roman Road Scheduled Ancient Monument and SSSI to the north, County Wildlife Sites, an extensive network of archaeological remains and features, various listed and non-designated heritage assets as well as the Abington Conservation Area to the south. The future layout of the new town will consider these assets, identifying and implementing measures that mitigate any impacts but also deliver enhancement wherever possible, including creating an extensive network of ecological corridors

Uses

7. Development proposals must make a positive and meaningful contribution to the creation of a fully functional, self-contained new town. To achieve this, the site is allocated for mixed use development comprising:
 - f. Approximately 6,000 homes, including:
 - i. affordable housing, self and custom build homes and key worker housing to support surrounding employment sites;
 - ii. 10% of the approximately 6,000 dwellings as specialist accommodation (within Classes C2 and C3), particularly for older people or those with disabilities.
 - g. A total of 12 Gypsy and Traveller pitches (within a site of approximately 1 hectare);
 - h. Class B2 (General Industrial) floorspace and Class B8 (Storage or Distribution) through provision of a local last-mile logistics hub/warehousing of approximately 20,000 square metres (GIA);
 - i. Approximately 15,000 square metres (GIA) office (E(g)(i) floorspace to meet local needs generated by the new town;
 - j. A mix of retail, commercial and community facilities including indoor and outdoor leisure provision, provided at a new town centre;
 - k. Provision of educational facilities including primary and secondary schools that are operational from the early phases of development;
 - l. Healthcare facilities to meet the needs of the development; and
 - m. High quality open space and recreation provision, including parks, community gardens and food-growing spaces.

The development of Land Adjacent to A11 and A1307 at Grange Farm must do the following:

Context

2. Embed exemplar principles of landscape, townscape, heritage protection and enhancement into all phases of masterplanning and design by:
 - a. Ensuring the development respects, protects and enhances the landscape within its rural setting, including surrounding chalk hills and woodlands;

- b. Responding sensitively to the local townscape and heritage, incorporating appropriate buffers where appropriate and necessary, including:
 - i. the Worsted Street Roman Road Scheduled Ancient Monument to the north;
 - ii. the Grade II listed Worsted Lodge Farmhouse immediately to the north-west,
 - iii. onsite burrows;
 - iv. non-designated heritage assets at Grange Far; and
 - v. known and unknown archaeological assets.
- c. Establishing a robust landscape framework that integrates the development with the Strategic Enhancement Area (S/SEA/GF) and the wider landscape context, informed through preparation of a Landscape Visual Impact assessment;
- d. Undertaking Heritage Impact and Historic Landscape Character Assessments to understand the impacts of development on landscape character, long range and local views and heritage assets and their setting, identifying appropriate mitigation measures and informing the appropriate siting and design of buildings; and
- e. Maintaining separation between Grange Farm and surrounding existing settlements, including Little Abington and Babraham.

Built form

- 3. Ensure the built area of the settlement is contained within the Site Allocation boundary identified on the policies map and as shown on the Spatial Framework diagram.
- 4. Take a design-led approach to development through the preparation of a comprehensive Masterplan for the site and subsequent design codes for each phase of development, in accordance with the Spatial Framework, that demonstrate how the design will:
 - a. contribute to creating a thriving place, with access to key services and facilities that will support the community and surrounding villages from the outset;
 - b. respond positively to key landscape, heritage, townscape and ecological features (identified elsewhere in this policy), and how these will be afforded appropriate protection and enhancement;
 - c. deliver buildings that respond to the surrounding context and ensure heights of taller buildings do not adversely impact sensitive views, heritage assets and the setting or character of surrounding communities, particularly considering scale, density, massing and form at:
 - i. the northern area of the site, where densities should be limited to reduce impacts on the Worsted Road Roman Road;
 - ii. the new local centre towards the centre of the site (as shown on the Spatial Framework diagram), where taller buildings may be appropriate.

- d. provide for an appropriate variety of typologies, scales, massing and densities across the site;
 - e. identify landmark features and buildings that aid legibility and create identity within the new development;
 - f. maintain the distinction between Grange Farm and neighbouring villages, in terms of character and physical separation
 - g. deliver exemplar design quality, reflecting the site's prominent location and close association with nearby innovative employment centres.
5. Deliver a network of new centres for the town, specifically:
 - a. A vibrant Town Centre, approximately in the centre of the site (as shown on the Spatial Framework diagram), which will act as a landmark for community and civic facilities and amenities and be the main focus for commercial and retail uses;
 - b. Neighbourhood centres, serving day-to-day need for key services, education and community facilities in close proximity to homes.
 6. At these centres, buildings and main entrances provide an active frontage to the public realm and make a positive contribution to the street scene and wider placemaking objectives.
 7. Deliver an appropriate mix of well-designed, high-quality residential neighbourhoods to meet a range of needs, incorporating:
 - a. a range of typologies, including terraced houses, semi-detached and mews housing, built at an average density of 50-55 dwellings per hectare (net);
 - b. homes that are adaptable to support the needs of future generations; and
 - c. a range of other uses at neighbourhood centres, embedded within neighbourhoods, providing key facilities, services and flexible community amenity uses, (for example a community centre that provides social benefit including sport and recreation), within a short walking or wheeling distance of homes.

Public space

8. Establish a high-quality public realm that encourages healthy lifestyles, physical activity and positively contributes to wellbeing, including through legible and well-lit routes that enable safe walking and wheeling throughout the day and night.
9. Provide open space comprising formal children's play space, informal children's play space, informal open space, allotments and community orchards.
10. Integrate green and blue infrastructure into the design of the public realm including by providing places for people to interact, play and rest in nature.

Nature

11. Preserve and enhance significant ecological heritage and the natural environment across the allocation, Strategic Enhancement Area (S/SEA/GF), and its surrounding context, by:

- a. Adopting a landscape-led design that supports the diverse ecological character and preserves the chalk hills and woodlands that are home to a species rich ecology;
 - b. Maximising opportunities for ecological enhancement, such as through restoration of degraded habitats and reinforcements of ecological habitats and networks, including commuting, foraging and sheltering of species such as badgers, bats, hedgehogs and other mammals, birds, amphibians and invertebrates;
 - c. Appropriately responding to the designated Roman Road Site of Special Scientific Interest (SSSI) and remnant lowland calcareous grassland of high floristic diversity to the northern boundary of the development, and non-statutory designations such as local wildlife sites within 2km distance of the development;
 - d. Ensuring that appropriate measures are implemented to minimise recreational disturbance and pressures on ecology at the SSSI;
 - e. Creating dark corridors to ensure nocturnal and crepuscular species are not disturbed, by providing minimal lighting near to the buffer of the development, and directional and movement sensitive lighting where appropriate;
 - f. Preserving the existing range of watercourses and waterbodies of ecological significance and aquatic ecosystems, including the River Granta, a chalk stream that flows through Little and Great Abington;
 - g. Creating a clearly defined green buffer between the neighbouring settlements which:
 - i. preserves viewpoints from the northern and eastern boundary of the site;
 - ii. protects existing landscape features; and
 - iii. extend and strengthens the existing treeline along the edge of the site.
12. To inform the design at all phases of development, the applicant must:
- a. carry out a full programme of ecological survey and monitoring, to guide a Biodiversity Implementation and Management Plan, providing appropriate mitigation and enhancement. This must include preparing site-specific ecological surveys to inform all phases of development, including strategic masterplanning, development of design detail (including dark corridors) and, where unavoidable impacts occur, appropriate mitigation;
 - b. propose measures that will support the appropriate positive management of any ecological buffers, to maintain biodiversity value.

Movement

13. Deliver a comprehensive movement and connectivity network across the whole town that actively encourages and prioritises active and sustainable modes of travel, and provides connections across the site and to surrounding villages and employment sites. This must:

- a. Deliver a well-connected network that prioritises walking, wheeling, cycling and public transport movements and provides a legible high quality street network in accordance with Healthy Streets guidance and National Design Guidance;
 - b. Improve walking and cycling infrastructure to Babraham, Babraham Research Campus, the Wellcome Genome Campus, Granta Park, Little and Great Abington, Linton, and Whittlesford Station, including addressing local severance from the A1307 and A11;
 - c. Ensure there is no direct access from the new town to the Worsted Road Roman Road, given archaeological, heritage and ecological sensitivities;
 - d. Provide a segregated link for the proposed Cambridge South East Transport Scheme to enable the project to serve the development without being impacted by local congestion; and
 - e. Explore opportunities for an active travel connection parallel to the segregated link to connect the new town with central Cambridge, Babraham, the Cambridge Biomedical Campus and Granta Park.
14. Integrate a last mile logistics hub within development to enable delivery of goods from the distribution centre and supports the trip budget in reducing the number of trips through the development.
15. Ensure transport and junction modelling is undertaken to confirm points of vehicular access into the site and the necessary road and junction enhancements required to satisfy the Highways Authority and National Highways.
16. A trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.
17. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This must include:
- a. providing appropriate access to and from the site to avoid congestion on the A1307 during peak travel hours, with appropriate mitigation methods to the transport network; and
 - b. Potential delivery of mitigations and other supporting transport schemes through Section 106 contributions.
18. To reduce private vehicle usage from the outset of the development and improve placemaking, prioritise incorporating rural car barns into the design at the edge of parcels or plots to enable remote parking solutions.

Resources

19. As part of the design, consider innovative approaches to incorporating low-carbon energy infrastructure, circular economy principles, and sustainable water management, including greywater recycling, rainwater harvesting, and sustainable drainage systems (SuDS), informed by preparation of an Integrated Water Management plan and Water Cycle Strategy.
20. Demonstrate that development can provide or contribute to suitable wastewater treatment plant on-site, or at a suitable nearby location with sufficient capacity to support development.

Lifespan

21. The delivery of Grange Farm, including any individual phases, must be in accordance with an approved phasing plan that must be submitted alongside the first planning application for the site, to ensure the expansion supports the creation of a fully functioning and successful town.
22. Planning for essential services, facilities and infrastructure must be undertaken in a comprehensive manner at the outset, identifying and anticipating future needs and establishing suitable mechanisms to deliver the infrastructure in a timely and efficient way to achieve the successful delivery of the new town.
23. The approach to the long-term management, maintenance and stewardship of the new town, including its infrastructure, services, facilities and built and natural environment, must be identified at the outset through a Management and Maintenance Plan that sets out a comprehensive approach to the long-term management of the site as it evolves.
24. In addition to those required in other areas of this policy, the applicant must prepare a range of supporting studies, and submit these for approval by the Local Planning Authority as part of an outline planning application, including:
25. Phasing and delivery plan, including indicative costings and potential delivery through Section 106 agreements or CIL;
26.
 - a. A Parking strategy;
 - b. A Meanwhile use strategy;
 - c. An Integrated water management plan;
 - d. A Waste management plan;
27. A cohesive stewardship strategy through early-phase community engagement including through conservation groups to deliver community-based enhancement stewardship as endorsed by Natural England;
28. A strategic and local transport mitigation plan (in consultation with the Local Highways Authority and Local Planning Authority); and
29. A Sustainability Statement.



Figure 82: Spatial Framework of Policy S/GF: Land Adjacent to A11 and A1307 at Grange Farm

Supporting information

- 3.3.59** The location of Grange Farm provides an opportunity to create a high quality and sustainable town that is residential-led but provides access to nearby employment centres such as Babraham Research Campus (S/BRC) to the north west, Granta Park to the south, and the Wellcome Genome Campus and Chesterford Research Park to the south west. Development will support these existing employment sites through provision of key worker housing, services and amenity provision and access to high quality green open spaces.
- 3.3.60** This policy is required to enable development of the site as a comprehensive new town, and provide a framework for consideration of future planning applications. The policy sets out clear expectations for placemaking and the elements needed to achieve this to a high standard whilst responding to significant historic landscape and heritage assets including the chalk hills and woodlands that are home to a species rich ecology.
- 3.3.61** Housing should be of high quality design and be located nearby to centres to enable access to amenities to support the day to day need of residents and visitors. Homes should provide a range of types and tenures and should include delivery of affordable housing, build to rent, and key worker housing.
- 3.3.62** The Spatial Framework for Grange Farm sets out an indicative high level illustration of the policy requirements that are location-specific within the site.
- 3.3.63** Currently, the site is bounded by the A11 to the west and the A1307 Cambridge Road to the south, which provides the existing access to the site, with a Roman Road (public right of way) to the northern boundary. To the west is access to the A1307, one of the main routes into the city of Cambridge, and the A11.
- 3.3.64** Walking, cycling, and public transport will be the primary modes of access, supported by a coherent and legible network of routes within the site. Development should enhance connectivity and integrate proposed the CSET scheme to reduce car dependency.
- 3.3.65** Implementation of an effective site-wide Travel Plan against the trip budget, that include measures such as site-wide micromobility, car-sharing, electric car clubs, and incentives to encourage travel by active and sustainable modes.
- 3.3.66** For Grange Farm to be successful in the long term, management and maintenance of infrastructure, services and facilities must be provided and should be agreed with the Local Planning Authority.

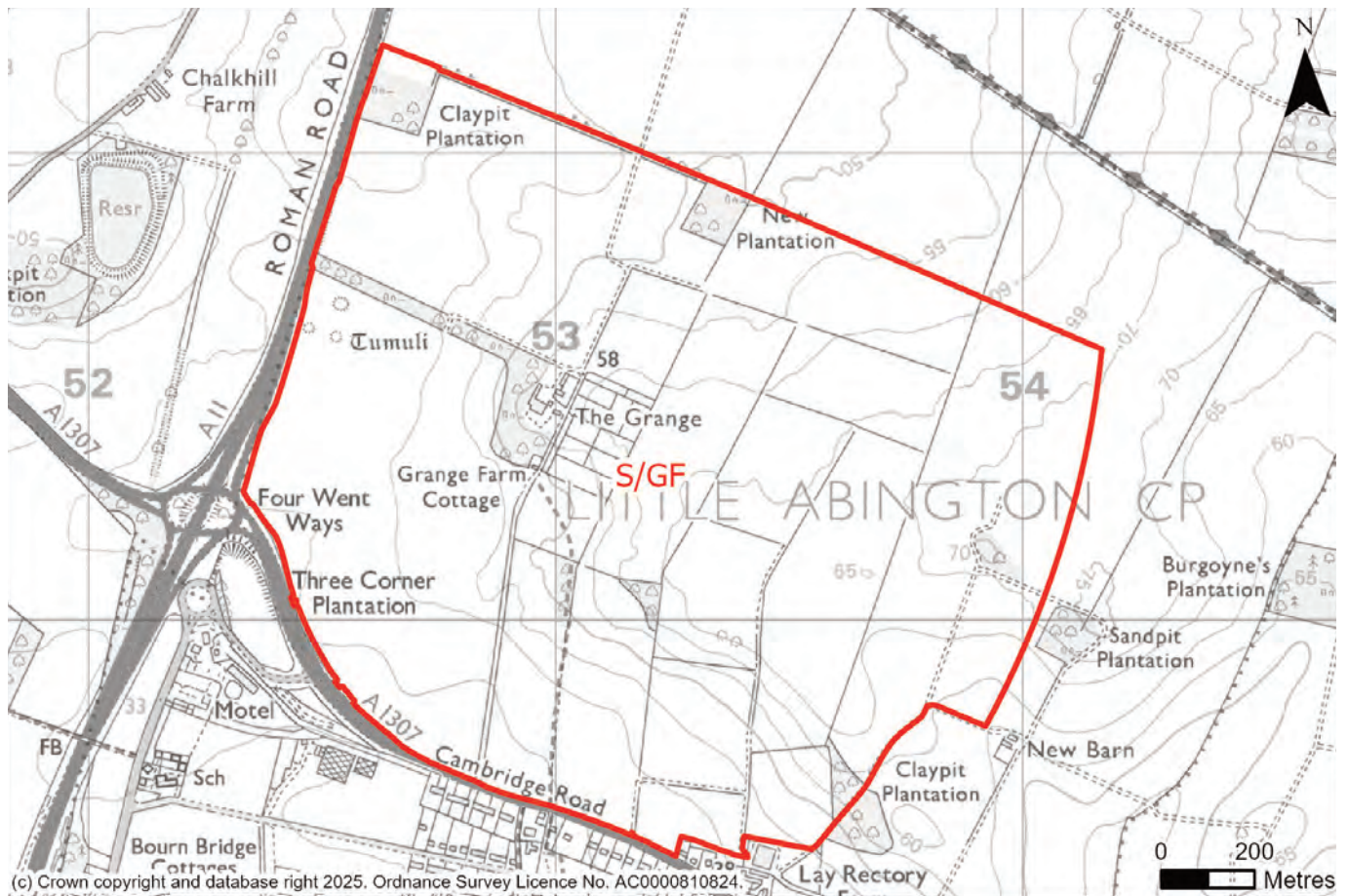


Figure 83: Site Plan for Policy S/GF: Land Adjacent to A11 and A1307 at Grange Farm

Existing new settlements

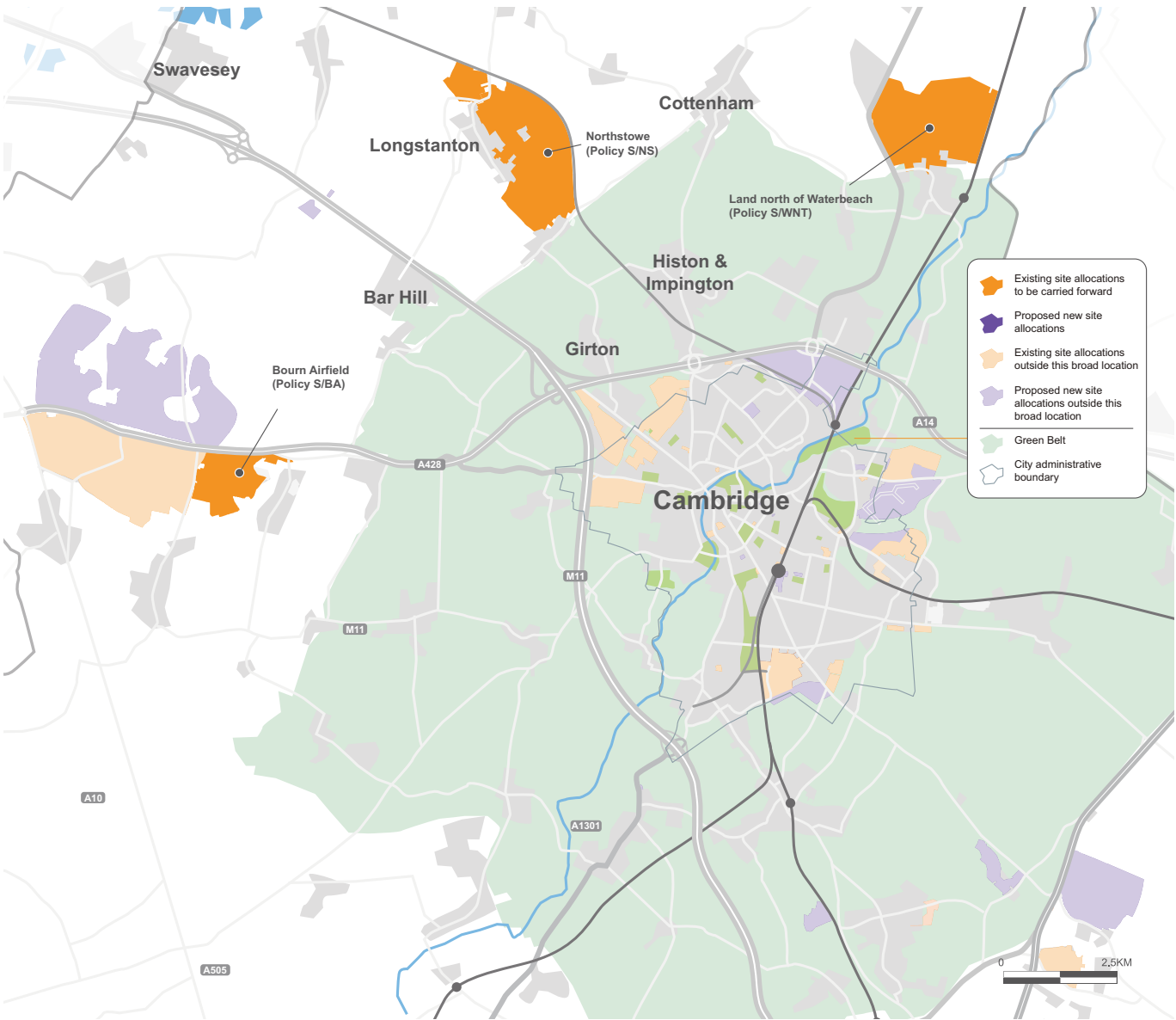


Figure 84: Map showing existing new settlements

Policy S/NST:

Northstowe New Town

What does this policy do

- 3.3.67** The new Town of Northstowe is under construction, with nearly 2000 homes as of 2025. The eventual size of the town will be around 10,18000 homes, supported by a range of employment, retail, and community uses, served by the busway connecting Northstowe, Huntingdon, St Ives and Cambridge. The whole site has at least outline planning permission, with more detailed reserved matter applications coming forward as the town is developed.
- 3.3.68** The new town will continue to be developed during the life of the Local Plan and beyond. The plan therefore needs to include policies which will guide the remaining development and consideration of any new planning applications.
- 3.3.69** The development of the site has been guided by the Northstowe Area Action Plan which was adopted in July 2007 along with policies in more recent local plans. Whilst this provides a useful policy framework many of its policies are out of date. It has therefore been decided that when this new local plan adopted it will supersede it, and the area action plan will no longer form part of the Local Plan.

Policy S/NST: Northstowe New Town

1. The new town of Northstowe is under construction, with nearly 2,000 homes delivered as of 2025. The eventual size of the town will be around 10,180 homes, supported by a range of employment, retail, and community uses, served by the busway connecting Northstowe, Huntingdon, St Ives and Cambridge. The whole site has at least outline planning permission, with more detailed reserved matters applications coming forward as the town is developed.
2. The new town will continue to be developed during the life of the Local Plan and beyond. The Local Plan therefore needs to include policies which will guide the remaining development and consideration of any new planning applications.
3. The development of the site has been guided by the Northstowe Area Action Plan which was adopted in July 2007, along with policies in more recent local plans. Whilst this provides a useful policy framework, many of its policies are out of date. It has therefore been decided that when this new Local Plan is adopted, it will supersede the Northstowe Area Action Plan, which will no longer form part of the adopted development plan.

Vision and identity

4. Northstowe will be a sustainable and vibrant new community that is inclusive and diverse with its own distinctive local identity which is founded on best practice urban design principles, drawing on the traditions of fen-edge market towns, which encourages the high quality traditions and innovation that are characteristic of Greater Cambridge.
5. Through its ongoing development, the site will continue to embody long-established character and design principles for the new town, including: ensuring it is well integrated into the surrounding landscape; delivering a distinctive town character with well-designed and landscaped neighbourhoods; incorporating exemplar, low carbon design, able to accommodate the impacts of climate change; and securing a balanced, viable and social inclusive community.
6. In addition to continuing the delivery of homes across the site, a key priority for future phases of development will be the delivery of key community facilities, amenities and services to improve the vibrancy and sustainability of the place, including a town centre and local centres including commercial and retail uses, employment uses and sports hub, sports pitches, mixed use zones, a water park, open space and green corridors, incorporating active travel routes and associated infrastructure works.

Uses

7. The new town of Northstowe is allocated for mixed-use development, comprising:
 - a. Approximately 10,180 homes in a wide range of dwelling types and tenures including:
 - i. Affordable and self/custom build homes;
 - ii. Approximately 1,050 units of specialist accommodation (Use Class C2 and C3), particularly for older people or those with disabilities; and
 - iii. 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on approximately 1 hectare of land).
 - b. Employment uses amounting to a total capacity of approximately up to 47,000 square metres gross internal area, including:
 - i. Approximately 19,000 square metres (GIA) of Class E(g)/B2/B8 in Phase 1;
 - ii. In the Phase 2 Town Centre, approximately 16,200 square metres (GIA) of Class E(g) workspace including a market hall of approximately 2,270 square metres (GIA) Class E(g)(i) and E(g)(iii);
 - iii. In the Phase 3A Local Centre, a light industrial mews of Class E(g)(iii) of approximately 1,000 square metres (GIA) and 5,000 square metres (GIA) of Class E(g) floorspace and a further 3,300 square metres (GIA) of flexible workspace in secondary mixed use zone; and
 - iv. In the Phase 3B Local Centre, a secondary mixed use zone of approximately 300 square metres (GIA) of Class E(g). Employment uses could include offices, light industrial and research and development, appropriate to the context.

- c. Retail and other Town Centre and Local Centre uses, to be provided in accordance with an up-to-date Retail Needs Assessment and Town Centre Strategy;
 - d. Indoor and outdoor sports facilities to meet the needs of the development;
 - e. Education facilities to meet the needs of the development including early years, primary schools, secondary schools, sixth form and for special educational needs;
 - f. Cultural facilities, including faith spaces, libraries, burial land of 3.9 hectares, and public art;
 - g. Social and leisure facilities to meet the needs of the development, including a community centre and youth facilities;
 - h. Open space including parks and landscaping;
 - i. Allotments and community orchards of 4 hectares.
 - j. Ecological areas, including woodland;
 - k. Engineering for foul and sustainable drainage systems;
 - l. public access to established landscaped water park and footpaths for recreational and leisure purposes; and
 - m. Healthcare facilities to meet the needs of the development.
8. Temporary community and healthcare facilities will be required from early occupation until sufficient capacity has been reached for permanent provision. The size and nature of these facilities will need to be considered throughout the build period of the development, ensuring the buildings have sufficient flexibility to be able to expand or be repurposed as each phase of the development comes forward.
9. The above uses are required to ensure the principles, parameters, mitigation and assessment contained within the outline planning permissions are met.

The development of Northstowe must do the following:

Context

10. Ensure the built area of the settlement is contained within the Site Allocation boundary identified on the policies map and as shown on the Spatial Framework diagram.
11. Ensure separation with surrounding villages is maintained to avoid the merging of Northstowe with surrounding communities and maintain key views to surrounding landmarks, including:
- d. Retaining areas of countryside within the Longstanton Conservation Area, forming an effective green separation between Longstanton and Northstowe. These areas must only contain open land uses such as playing fields, allotments and cemeteries;
 - e. Providing a green separation on the northern side of Oakington, including additional tree planting of individual trees, groups and copses to reinforce the

pastoral parkland nature of this local landscape area. Tree groups must be located so as to shield views through the green separation but at the same time retain a more open character;

- f. Maintaining the open aspect of the fields affording views of All Saints Church.

54. Maintain and enhance key landscape features, including:

- a. The adjoining Local Nature Reserve of St Michael's Mount, Longstanton;
- b. The Rampton Drift into Northstowe, which must be sensitively integrated through a variety of appropriate landscape treatments, including additional planting to supplement the existing nearby mature trees;
- c. Existing on site trees, making the best use of these as a setting for the development;

55. Incorporate strategic landscaping within the Site Allocation boundary, around the boundary of the settlement.

56. Mitigate current flood risks affecting Oakington village and Longstanton village.

Built form

57. Deliver a new Town Centre, to be located at the heart of Northstowe in accordance with the agreed Development Framework Document and an agreed Town Centre Strategy. This must:

- a. Make provision for a mix of uses, including shops, services, cultural, leisure and community facilities, as well as employment and residential uses at first floor level or above, to serve the needs of Northstowe and the immediate surrounding area, which will not undermine the vitality and viability of other nearby towns or compete with Cambridge;
- b. Incorporate well-considered public art.

58. Incorporate local centres within a 400 metres walk of most residents and not more than 600 metres walk of any residents, grouped with other uses and facilities, such as a primary school and/or bus service, and include a focal point for legibility;

59. Providing a mix of densities as appropriate to the area of the site, including:

- a. higher densities and heights in the Town Centre and around local centres;
- b. the lowest heights and densities towards the edges of the settlement;
- c. a density of at least 40 dwellings per hectare across the site.

60. Accord with the approved strategy for existing buildings and structure of historic interest.

61. Where there is public access to land adjoining Longstanton and Oakington, mitigation measures must be provided protect the privacy and amenity of potentially affected properties.

Public space

62. Incorporate landscape areas and green corridors to contribute to the informal recreation needs of those living, working and visiting the town, including for informal children's play.
63. Deliver a town park adjoining the Town Centre, which must include outdoor sports provision such as tennis courts and bowling greens, and appropriate ancillary facilities.

Nature

64. Create a network of green spaces within the settlement, which integrate well with the development and contribute to the legibility and attractiveness of the place. This must:
 - a. Ensure a high degree of connectivity between green areas, within the town for wildlife and people;
 - b. Include the creation of a parkland landscape between Northstowe and Oakington to provide a substantial resource of trees, grassland and other areas of semi-natural vegetation, designed and managed for its wildlife value;
 - c. Retain and enhance the tree belt along the airfield road between Longstanton and Oakington, with additional planting to provide a strategic landscape boundary to the new town;
 - d. Retain, as biodiversity features, existing tree plantations and the lake in the southern section of the airfield and the existing ponds in the golf course;
 - e. Include appropriate planting and landscaping alongside all new access roads and the parallel distributor roads alongside the A14 as well as substantial planted areas in association with balancing ponds;
 - f. Establish awareness within the local population of the biodiversity within and beyond the town and thus encourage its protection and enhancement; and
 - g. Be developed in accordance with an approved Landscape Strategy for the settlement;
65. Wherever practical, incorporate water features in the form of lakes and watercourses as one of the defining characteristics of Northstowe, including a surface water drainage network which will continue to offer recreational opportunities.
66. To assist the creation of a mature landscape at an early stage in the development, existing landscape features must be retained where they are capable of making a significant contribution to the urban environment and strategic landscaping, carried out at any early stage in accordance with the approved Landscape Strategy.

Movement

67. Deliver a comprehensive movement and connectivity network within and through the whole settlement, prioritising sustainable travel, including walking, cycling and public

transport, and connecting key locations within the site and in the surrounding area. This must ensure the town centre will be accessible to all the town's population by walking, cycling and public transport including a dedicated bus route.

68. Measures to promote walking and cycling must include:

- a. Developing an improved rights of way network to support sustainable transport, recreation and health, and to connect the town to neighbouring villages and the open countryside, including for walking, cycling and horse riding;
- b. Providing attractive, direct, safe and convenient walking routes within the town linking homes to public transport and the main areas of activity such as the town centre, schools and employment areas;
- c. Providing a highly accessible network of safe and convenient cycleways, segregated from other modes where appropriate, and to ensure covered, secure cycle parking facilities for homes, workplaces, the town centre, local centres and other places.

69. Public transport measure must include:

- a. Providing a dedicated local busway, linked to the guided bus route on the disused St Ives railway line, to be aligned and have a number of stops to maximise accessibility within Northstowe whilst not compromising the level of service;
- d. Creating an effective and dedicated local busway through the town to maximise the opportunities offered by the guided bus route and to ensure that all dwellings are within easy walking distance of a bus stop;
- e. Identifying the appropriate stages in the development when public transport services and transport infrastructure will need to be provided;
- f. Including an initial subsidy for new residents to encourage bus usage. The subsidy will fund free or discounted travel by public transport;
- g. Setting up a car sharing scheme including the associated parking provisions, which shall be in accordance with an approved scheme.

70. Throughout the development of Northstowe, applications for development must demonstrate that there is sufficient highway capacity available in the A14 corridor between Bar Hill and Cambridge for the traffic forecast to be generated by each phase of development, and ultimately for the total dwellings proposed and approved in outline planning permissions.

71. Each phase must include a Transport Assessment to manage and monitor transport impacts to ensure that transport impacts are mitigated as each stage of development is built.

Resources

27. Ensure that landforms and engineering works as part of any drainage scheme do not compromise the Fen-edge character of the surrounding area, by considering the landscape options available for the site.

28. Provide, manage and ensure the ongoing maintenance of sustainable surface water drainage measures to control the risk of flooding on site and off site, in perpetuity.
29. Make appropriate arrangements for foul drainage and sewage disposal, to be explored and identified through a Foul Drainage Strategy.
30. Make provision for recycling existing building materials by the granting of planning permission for a plant to process such materials into hardcore and aggregates, which would be located towards the eastern edge of the Oakington Airfield.
31. Development must:
 - a. be in accordance with approved strategies for the management and maintenance of all water bodies and watercourses; and
 - b. be in accordance with a construction strategy, to be agreed, to avoid construction vehicles travelling through nearby villages or having an adverse effect on biodiversity.

Lifespan

32. Throughout its development, Northstowe must be comprehensively masterplanned and delivered to ensure that development proposals do not prejudice the creation of a fully functioning and successful new town.
 - h. The delivery of Northstowe must be in accordance with:
 - a. Approved phasing plans;
 - b. Design codes, prepared and submitted with reserved matters applications for all phases;
 - c. A Management Strategy, to ensure high quality, robust and effective implementation, adoption and maintenance of the biodiversity areas.
 33. The applicant must identify a proposed approach to the long-term management, maintenance and stewardship of any infrastructure, services and facilities not provided by statutory undertakers.
 34. In addition to the specific studies required elsewhere in this policy, the applicant also will be required to prepare and submit, through future planning applications, management and maintenance plans for:
 - a. Landscaping and open spaces;
 - b. Community buildings;
 - c. Indoor and outdoor sports facilities; and
 - d. Unadopted roads and parking enforcement.
 35. At all phases of development, applicants must consider and propose appropriate measures to assist the development of a new community, for example the funding and recruitment of community development workers.
-

Supporting information

- 3.3.70** Since the initial allocation of the site as a new town, six outline planning permissions have been granted that together cover the allocated site and reserved land. In addition to this, several detailed permissions have been approved, and some construction of the development has been carried out. The site is anticipated to be developed beyond the Plan period of the South Cambridgeshire Local Plan and therefore is carried forward into this Greater Cambridge Local Plan.
- 3.3.71** A Development Framework Document was agreed in 2012 which forms a site wide masterplan and is a material consideration in determining planning applications.
- 3.3.72** The Council maintains high aspirations for the new town, ensuring that it delivers exceptional standards of sustainability, high quality design and a strong sense of community.
- 3.3.73** The new town is located very close to Longstanton and Oakington and strong landscape buffers, or Strategic Enhancement Areas, are needed to retain separation between the settlements. This is also required to protect the historic landscape character of the Conservation Area at St Michael's including the Local Nature Reserve and the important early ridge and furrow field system. Important views across the fields to All Saints Church should also be retained to protect the setting of the listed building and in the interests of preserving existing context to the development site.
- 3.3.74** The existing settlement of Rampton Drift will be incorporated within Northstowe and this needs to be carried out sensitively to protect the amenities of existing residents.
- 3.3.75** A range of facilities will be necessary to serve residents and provide a comprehensively planned new town. The proposed town centre in Phase 2 has yet to receive detailed approval. This is expected to be a vibrant and diverse town centre in the heart of Northstowe where it will be accessible by walking, cycling and public transport. It should include shops, services, cultural, leisure and community facilities and residential units at first floor level and above. A community centre in Phase 1 has now been built, and the continued phasing of facilities is required to serve residents as the town grows.
- 3.3.76** Local centres will have only modest shopping facilities and services and may include play areas and small-scale office/employment uses appropriate to a residential area. They should be phased to provide day to day facilities for residents as the town is developed and located in accordance with the agreed Development Framework Document.
- 3.3.77** A secondary school and primary school have now been built but further education facilities will be required to meet the needs of the new town, including additional primary schools, for special needs and lifelong learning.
- 3.3.78** Employment areas should be located close to the town centre and local centres where they are easily accessible by walking, cycling and public transport.
- 3.3.79** Building heights Parameter Plans have been approved under the outline planning permissions. The aim of these is to provide lower heights at the settlement edge to reduce the impact on the surrounding area. Higher densities towards the centre will enable the quantity of development to be achieved in a more accessible way.

- 3.3.80** There should be a high degree of connectivity between green areas within the town for wildlife and people, for play on the way, and to provide connection with the wider countryside. Water, in the form of lakes and watercourses will be part of the defining characteristics of Northstowe. This reflects the Fen land location of the site and mitigates existing flooding. A parkland landscape between the new town and Oakington will provide wildlife value, public amenity as well as separation between settlements.
- 3.3.81** Northstowe is close to the Bar Hill junction with A14 and traffic forecasting at each phase is needed to monitor and manage the impact of the development on that road and junction. Access to the busway providing rapid public transport between St Ives and Cambridge has been provided in Northstowe, in the interests of sustainable development and to mitigate traffic impacts on the existing road network. A dedicated busway is intended to run through Northstowe providing a public transport service for residents to key areas within the town, including the town centre, to reduce trips by private car.
- 3.3.82** A water park has been provided as a strategic engineering element associated with flood attenuation of the wider site, as well as for nature and amenity. Flood risk and surface water flooding will need to be considered with future development in accordance with a site wide strategy.
- 3.3.83** For the new town to be successful long term, provisions for the management and maintenance of infrastructure, services and facilities are necessary and are to be agreed with the Local Planning Authority.

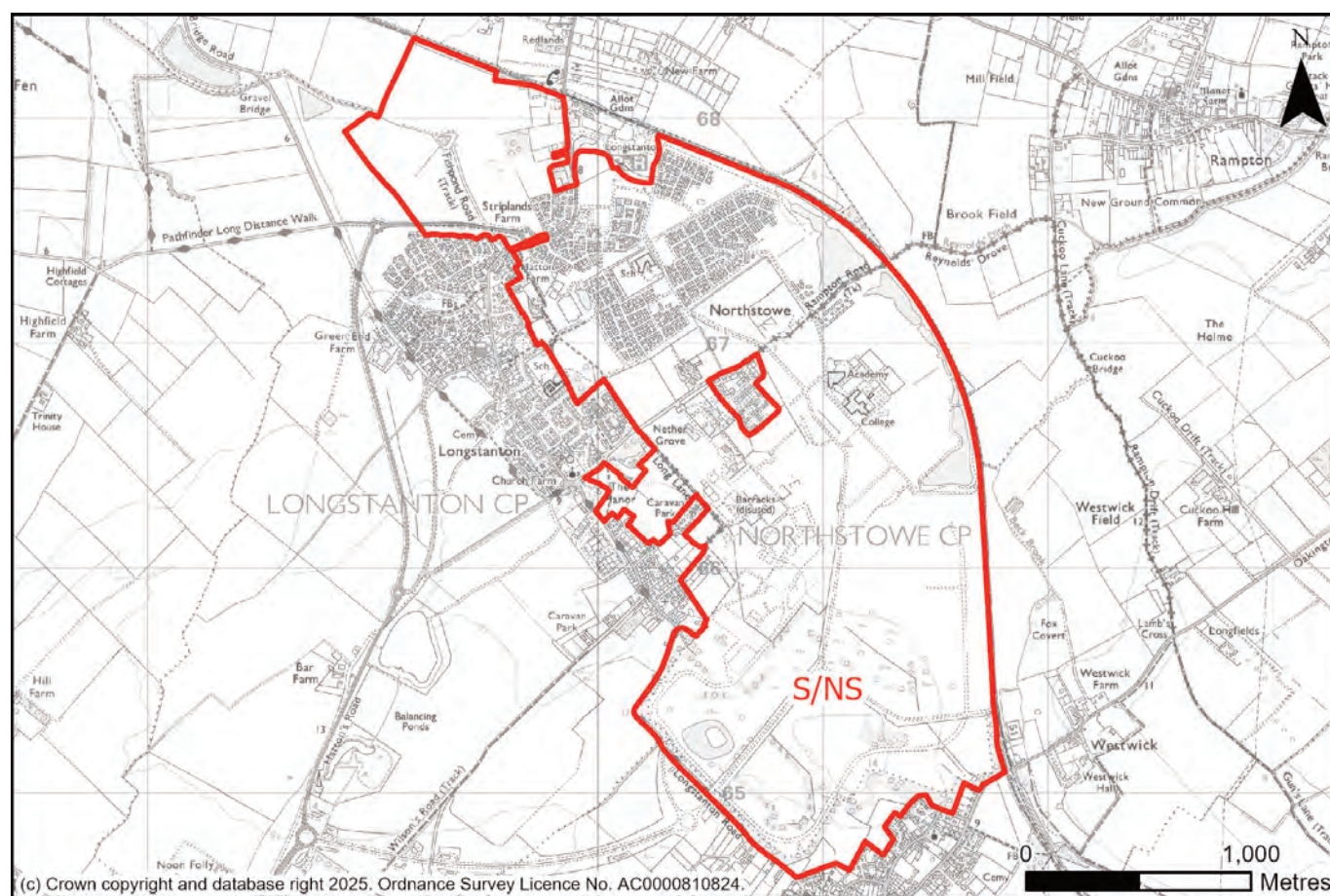


Figure 85: Site Plan of Policy S/NS: Northstowe

Policy S/WNT:

Land north of Waterbeach

What this policy does

- 3.3.84** Waterbeach new town is focused on brownfield land formerly used as Waterbeach Barracks, accompanied by adjoining countryside to the east and bounded by the railway line. It will deliver approximately 11,000 new homes alongside associated services, community facilities and infrastructure. It will be served by a relocated Waterbeach railway station and other public transport improvements.
- 3.3.85** This site was allocated by the South Cambridgeshire Local Plan 2018. It is the subject of two outline planning permissions, one granted permission in September 2019 for 6,500 dwellings (S/0559/17/OL) associated uses and infrastructure and there have been subsequent reserved matters approvals for part of this site. The second outline planning permission was granted in December 2024 for 4,500 dwellings (S/2075/18/OL), associated uses and infrastructure for the remainder of the development site.
- 3.3.86** The new town north of Waterbeach will continue to be developed during the period of the new local plan and beyond. The plan therefore includes policies which will guide the remaining development and consideration of any new planning applications.
- 3.3.87** Waterbeach New Town Supplementary Planning Document was prepared to supplement the adopted policy in 2019. It remains a material planning consideration.

Policy S/WNT: Land north of Waterbeach

Vision and identity

1. Waterbeach new town will be a vibrant community of a high quality and distinctive design, celebrating excellence in sustainable development and healthy living. It will be a well-connected place, benefitting from the relocation of Waterbeach station to the edge of the site. It will be easy to move around in a safe environment where active travel and public transport are the norm.
2. A new town centre will create a basis for social interaction and provide new employment, with a range of facilities and amenities including retail, community, leisure and sports uses, a hotel, primary and secondary schools, sixth form centre and public open spaces. It will have its own special character and identity, respecting its location on the Fen edge, its historic landscape and features, and close proximity to Cambridge.
3. A Strategic Enhancement Area (S/SEA/WNT) will be integrated into the development to ensure sufficient separation between neighbouring settlements, maintaining a soft, green landscape to protect and enhance the town's rural setting.

Uses

4. Waterbeach is allocated for mixed-use development, comprising:
 - a. Up to 11,000 homes in a wide range of dwelling types and tenures, including:
 - i. Affordable, key worker, extra care and older people's housing, community led homes, and self/custom build;
 - ii. A total of 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on approximately 1 hectare of land); and
 - iii. Approximately 1,050 units of specialist accommodation (Class C2), particularly for older people or those with disabilities.
 - b. Employment floorspace up to 39,800 square metres (GIA) across the total site including offices (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)) and storage or distribution (Class B8). This must be:
 - i. focused on the new town centre, station district and at two local centres;
 - ii. delivered at phased timescales, providing space to facilitate home working and flexibility for start-ups and for businesses to grow.
 - c. Retail provision up to 25,500 square metres (GIA) across the total site, and a range of services, assembly, leisure and other town and local centre uses, which must be provided in the new town centre, railway station district and at two local centres;
 - d. Social and leisure facilities to meet the needs of the development;
 - e. Education including for early years, primary, secondary, sixth form and special educational needs;
 - f. Recreational spaces including allotments and community orchards;
 - g. Cultural facilities including faith space, library, burial land and public art;
 - h. Healthcare facilities to meet the needs generated by the development;
 - i. A relocated Waterbeach railway station;
 - j. Enhanced Park and Ride facilities;
 - k. Outdoor sports and play spaces, which must be quantified and phased in accordance with a strategy to be submitted and indoor sporting facilities; and
 - l. Green infrastructure, including for biodiversity and sustainable drainage.
5. Temporary facilities and meanwhile uses must be provided in the early stages of development to provide services for new residents and workers, reduce the need for them to travel, create a sense of identity for the new town and foster a sense of community.

The development of Waterbeach New Town must do the following:

Context

6. Embed exemplar principles of landscape, townscape and heritage protection into the design of all phases of development, by:
 - a. Providing screening from Denny Abbey to conserve and enhance the setting of the Grade I listed building including beyond the Major Development Site, and protecting key views from and to the Abbey;
 - b. Retaining and where possible, enhancing, the Military Heritage Museum within the development;
 - c. Retaining, enhancing and incorporating of other key historical features, specifically:
 - i. Soldiers Hill earthworks;
 - ii. The grid structure of the Barracks;
 - iii. Waterbeach Barracks Watertower (subject to structural survey);
 - iv. Waterbeach Barracks control tower
 - v. Memorial Garden;
 - vi. Winfold Greenway;
 - vii. Runway Park;
 - viii. Car Dyke; and
 - ix. Bannold Drove.
 - d. Retaining and enhancing topographical features, hedgerows, tree belts and woodlands, species rich grasslands, watercourses, ponds, lakes, droves and wetlands;
 - e. Incorporating key views out of the development to Ely Cathedral, Denny Abbey, Landbeach Parish Church, the East Anglian Heights towards the east, and the fens from Long Drove
 - f. Providing strategic landscaping within and beyond the Site Allocation into the Strategic Enhancement Area (S/SEA/WNT), to maintain the village character of Waterbeach; and
 - g. Maintaining historical links from the Waterbeach village through the site to Denny Abbey, achieved by re-establishing footpaths, in particular the Causeway.
7. Avoid vulnerable development on land to the east of the Bannold Drove, which could be at risk of flooding if a breach of the existing flood defences on the River Cam were to occur.

Built form

8. Ensure built form of the new town is in accordance with the Spatial Framework Diagram, whose layout accords with the Waterbeach New Town Supplementary Planning Document and reflects the parameter plans approved in the two outline planning permissions for the site (S/0559/17/OL and S/2075/18/OL).
9. Deliver a form of development which includes:
 - a. Recognisable streets and other spaces to promote legibility, safety and accessibility;
 - b. Memorable features, groups of buildings and spaces that create a sense of place;
 - c. Long view corridors retained from Long Drove to the open landscape to the east and to the north, bringing these fen views into the development;
 - d. Higher densities and heights in the town centre and station area and the lowest heights and densities in areas closest to Denny Abbey and the town edges, in conformity with the approved parameter plans for the site;
 - e. A density and scale of development at the interface of the existing village that reflects the density, scale of the village in that area, specifically in the following areas:
 - i. The Barracks entrance;
 - ii. Denny End Road;
 - iii. Cody Road;
 - iv. Capper Road; and
 - v. Abbey Place.
10. Deliver a network of new centres for the town, specifically:
 - a. A town centre, which will be the main location for commercial, retail, leisure, entertainment, health and community uses. It will have civic spaces, a secondary school, a clearly identified high street and include residential uses on upper floors;
 - b. A station district, which will be commercial centre and a sixth form college close to the relocated Waterbeach railway station;
 - c. Two other Local Centres, one of which will serve the northeastern residential area and include primary and secondary schools to meet the needs of the development.
11. Provide appropriate noise mitigation for homes that would be affected by the A10, railway station/line and Waterbeach Waste Management Park, in response to acoustic surveys which must be prepared and submitted by the applicant.

Public space

12. Incorporate formal and informal open spaces as an integral part of the spatial planning of the new town of Waterbeach, maximising opportunities to promote wellbeing. Specifically, the new town must include:

- a. Strategic open space to enhance the setting to Denny Abbey;
- b. Multi-use games areas (MUGAs) and play spaces, designed based on best practice including appropriate provision for all children and teenagers;
- c. Civic spaces within the commercial town centre and within the railway station quarter; and
- d. A generous quantum of open space, to establish the identity of the new town as a fenland edge settlement.

Nature

13. Integrate natural features into the development to contribute towards the quality of place and people's quality of life, including making provision for a significant network of green infrastructure. Measures must include:
 - a. Retaining, and where needed, enhancing existing woodland and water bodies;
 - b. Providing ecological mitigation measures and ecological corridors;
 - c. Creating multifunctional spaces for amenity, landscape, biodiversity, recreation and drainage; and
 - d. Developing a comprehensive blue network within and beyond the site.
14. The Strategic Enhancement Area (S/SEA/WNT) must create a clearly defined green buffer to the neighbouring settlements, which preserves identified viewpoints from the northern boundary of the town.
15. Promote cycling, walking and horse riding as the preferred mode of transport from the outset of the development, by:
 - a. Creating a movement network, including footway and cycleways, to connect the key locations of the town centre, schools, employment areas and relocated railway station site, and provide attractive, direct and safe routes that link homes to public transport and key areas of activity;
 - b. Providing direct, segregated high quality pedestrian and cycle links to north Cambridge, surrounding villages and nearby existing facilities such as the Cambridge Research Park;
 - c. Delivering a Smarter Choices package including residential, school and workplace travel planning.
16. Deliver significant improvements in public transport, including:
 - a. Provision of a relocated Waterbeach railway station with appropriate access arrangements by all modes to serve the village and the new town (there is an outstanding planning approval for the relocated railway station S/0791/18/FL); and
 - b. A multi modal transport hub.
17. Highways improvements must include:
 - a. Primary road access from the A10 via two access points, providing a loop around the new town, to access the relocated railway station and town centre:

- i. The Northern Access has been constructed from the Cambridge Research Park roundabout, under an existing planning permission;
 - ii. The Southern Access nearer Denny End Road must include junction improvements, with a design which discourages vehicles from routing into Waterbeach village and via Horningsea;
 - b. Additional capacity to meet the forecast road traffic generation of the new town, particularly on the A10 and at the junction with the A14;
 - c. Measures to mitigate the traffic impact of the new town on surrounding villages including Waterbeach, Landbeach, Horningsea, Fen Ditton and Milton; and
 - d. A review of the access arrangements to Denny Abbey and the Farmland Museum.
18. The development must provide:
- a. Planning obligations towards measures identified within the Ely to Cambridge Transport Study to mitigate impacts of the development on existing roads; and
 - b. A Transport Assessment for each Phase, to manage and monitor transport impacts and ensure that transport impacts are mitigated as each phase of development is built.

Resources

19. All applications for development, including reserved matters applications, must include a Sustainability Statement.
20. To maximise its sustainability, the development must:
- a. Achieve efficient re-use and recycling of the existing building materials of the Barracks buildings where feasible; and
 - b. Provide opportunities for food production.

Lifespan

21. The delivery of Waterbeach must be in accordance with design codes, prepared and submitted by the applicant as part of reserved matters applications for all phases of development.
22. Planning applications must establish a mechanism for the long-term stewardship of Waterbeach New Town. This must enable a sense of ownership for its residents and provide for well-managed and maintained spaces and facilities. In particular, management and maintenance plans will be required for:
- a. Landscape and open spaces;
 - b. Community buildings;
 - c. Indoor and outdoor sports facilities;
 - d. Unadopted roads; and
 - e. Parking enforcement for unadopted roads.

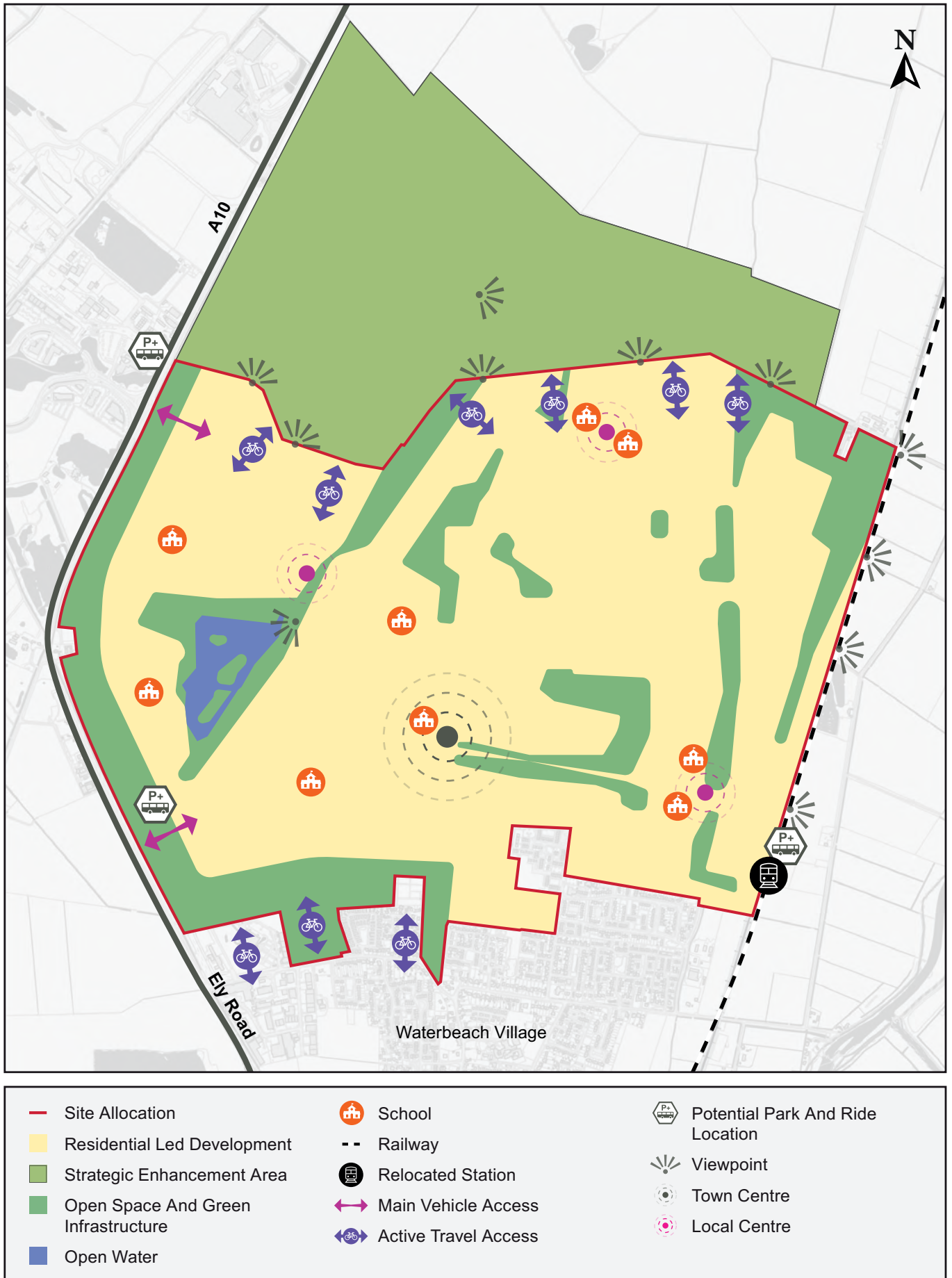


Figure 86: Spatial Framework for Policy S/WNT: Waterbeach New Town

Supporting information

- 3.3.88** A policy for the continued allocation of this site for a new settlement is required to ensure that development opportunities and challenges are identified and responded to in a comprehensive manner.
- 3.3.89** Since the allocation of Waterbeach New Town as a strategic site in the 2018 South Cambridgeshire Local Plan, two outline planning permissions have been granted that together cover the allocation. In addition to this, several detailed permissions have been approved, and some construction of the development has been carried out. The site is anticipated to be developed beyond the Plan period of the South Cambridgeshire Local Plan and therefore is carried forward into this Greater Cambridge Local Plan.
- 3.3.90** The Council maintains high aspirations for the new town, ensuring that it delivers exceptional standards of sustainability, high quality design, a strong sense of community and respect for its historic setting. The Waterbeach New Town Supplementary Planning Document supplements local plan policy and sets standards of design. It continues to be a material planning consideration.
- 3.3.91** Waterbeach New Town will be a town set within a network of open spaces, building on the existing mature trees and vegetation found across the site. This Fen inspired landscape network will establish the character of the new town and make it distinctive from other settlements in Greater Cambridge.
- 3.3.92** Denny Abbey is a Grade I Listed Building and Scheduled Monument in an extensive landscape setting. The building and its setting should be conserved and enhanced. The reinstatement of the historic causeway connecting Denny Abbey with Waterbeach village, which pre-dates the barracks, would support this. There is a network of other old paths across the allocated site which should be retained and reinstated wherever possible. The retention of other historic features and important views would also support the context and identity of the new town.
- 3.3.93** The existing Military Heritage Building, which relates to the historic use of the site, should be either retained or relocated within the development site to celebrate the individual identity of the new town and its military history.
- 3.3.94** The development strategy for Greater Cambridge is to direct any new homes, which includes specialist accommodation and Gypsy and Traveller pitches, to strategic sites on the edge of Cambridge and new settlements. The adopted South Cambridgeshire Local Plan includes Policy H/21 which states that if need is identified opportunities to deliver Gypsy and Traveller sites will be sought as part of large scale new communities and significant major development sites. The need and opportunities should be kept under review through the planning of future phases of such developments as they come forward during life of the Local Plan. It is therefore important that the policies for these allocations include specific requirements for specialist accommodation and Gypsy and Traveller pitches, as well as the overall number of homes to be provided. Waterbeach New Town as a whole is required to provide 24 Gypsy and Traveller pitches and 1,050 units as specialist accommodation (Use Class C2).

- 3.3.95** Convenient services and facilities are required to support the new community. Many of these are to be provided under S106 Agreements relating to the two outline planning permissions. The triggers for most of these have not yet been met and to ensure that any future proposals include them they are imbedded into this updated policy.
- 3.3.96** It is an aspiration to ensure that walking and cycling are more attractive than driving to access services and facilities within the new town and beyond, which will support community health and wellbeing. The new town is close to Cambridge and good quality transport links are vital, particularly for public transport. To support this, the existing Waterbeach railway station will be relocated to within the new town site to enable a multi modal transport hub to be created for seamless travel. A new park and ride facility with segregated busway will provide rapid public transport to Cambridge to access further employment and facilities.
- 3.3.97** A range of highway and transport mitigation measures will be necessary to manage the additional traffic and movement associated with the development and these are the subject of S106 agreements relating to the two outline planning permissions. These measures will go beyond the site boundary and will include work to the A10 and junction with the A14 interchange.
- 3.3.98** A range of densities and building heights are required to provide the amount of development envisaged and to respect the existing context. Higher densities and buildings should be concentrated mostly at the town centre and the railway district, where the services and facilities will be focused and within easy walking distance of new homes. Lower heights and densities are needed at the settlement edges to reduce the impact of development on the existing village, historic Denny Abby and surrounding Fens.
- 3.3.99** Whilst most of the site lies within Flood Risk Zone 1 and at low risk of flooding, the impact of flooding needs to be mitigated. It had been demonstrated through the South Cambridgeshire Local Plan 2018 process that parts of the site are at risk of flooding in the event of a breach of the existing flood defences on the River Cam and therefore appropriate measures need to be introduced to mitigate this risk. These measures were identified and agreed with the Environment Agency through a detailed Flood Risk Assessment that accompanied the planning application for the eastern part of the town.
- 3.3.100** For the new town to be successful long term, provisions for the management and maintenance of infrastructure, services and facilities are necessary and are to be agreed with the Local Planning Authority.

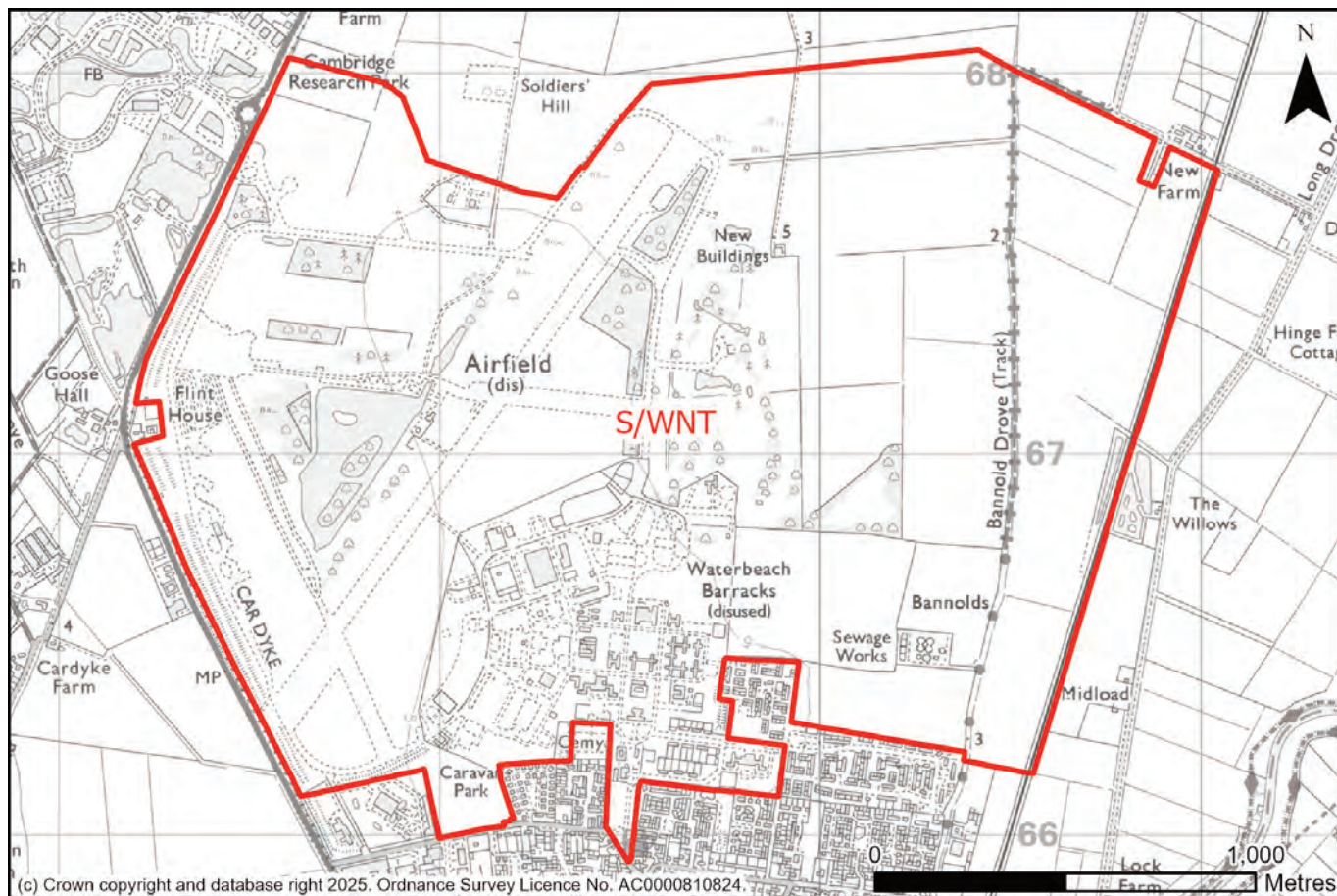


Figure 87: Site Plan of Policy S/WNT: Waterbeach New Town

Policy S/BA:

Bourn Airfield New Village

What this policy does

- 3.3.101** Bourn Airfield was identified in the South Cambridgeshire Local Plan 2018 for a new village of approximately 3,500 homes, together with associated community facilities and infrastructure improvements.
- 3.3.102** An outline planning permission was granted in July 2024 (S/3440/18/OL).
- 3.3.103** The new village at Bourn Airfield will continue to be developed during the period of the new local plan and beyond. The plan therefore includes policies which will guide the remaining development and consideration of any new planning applications.
- 3.3.104** Bourn Airfield New Village Supplementary Planning Document was prepared to supplement the adopted policy in 2019. It remains a material planning consideration.

Policy S/BA: Bourn Airfield New Village

Vision and identity

1. Bourn Airfield New Village will be a well-connected, rural centre of up to 3,500 homes, with a distinct character that respects its countryside setting. The settlement will be set around a vibrant village centre, providing key services, facilities and employment spaces to support the local community, including retail, leisure, education and community facilities.
2. The village will be embedded in a network of multi-functional green infrastructure, and support walking, cycling and public transport as the preferred mode of choice for travel within the village and beyond. Through an innovative approach to planning, design and construction, the village will be a move towards net zero carbon lifestyles including a strong heart providing a healthy, active and inclusive community.
3. Bourn Airfield sits alongside the Bourn Airfield Strategic Enhancement Area (S/SEA/BN), a designated non-development area. The Strategic Enhancement Area will ensure sufficient separation from neighbouring settlements, including Caledcote Highfields, and maintain a soft, green landscape to protect the development's rural setting. These areas may also be used to deliver other associated uses, including drainage, habitat compensation and informal open space.

Uses

4. Bourn Airfield New Village is allocated for mixed use development, comprising:
 - a. Up to 3,500 homes, including affordable housing and self/custom build homes;

- b. Approximately 250 units of residential institution use (Class C2), particularly for older people or those with disabilities;
 - c. 12 permanent Gypsy and Traveller pitches (within a site of approximately 1 hectare);
 - d. Employment uses up to 1,400 square metres gross internal area for office, research and development and industrial processes (Classes E(g)(i), E(g)(ii) and E(g)(iii));
 - e. Retail uses up to 4,000 square metres gross internal area, with no single outlet being larger than 1,500 square metres gross internal area (Use Classes E(a), E(b) and E(c));
 - f. Indoor and outdoor leisure provision, play spaces and sports pavilions;
 - g. Education facilities to include two primary schools and a secondary school;
 - h. Community facilities including a mixed-use community hall;
 - i. Open space including parks and landscaping;
 - j. Allotments;
 - k. Ecological areas, woodland and orchards;
 - l. Engineering for foul and sustainable drainage systems;
 - m. Healthcare facilities to meet the needs of the development;
 - n. Burial ground of 0.85 hectares (providing for 2,625 burials); and
 - o. Faith space of not less than 0.23 hectares.
5. These uses are required to ensure alignment with the principles, parameters, mitigation and assessments of the outline planning permission.
 6. Temporary community and healthcare facilities will be required from early occupation until sufficient capacity has been reached for permanent provision. The size and nature of these facilities will need to be considered throughout the build period of the development, ensuring the buildings have sufficient flexibility to be able to expand or be repurposed as each phase of the development comes forward.
 7. To inform the approach to delivering a sustainable and dynamic Rural Centre at Bourn Airfield New Village, with an appropriate mix of retail, civic and community, employment and residential uses, the applicant must prepare and submit a Settlement Centre Development Framework setting out the proposed delivery strategy for the Centre.

The development of Bourn Airfield New Village must do the following:

Context

8. Respect and enhance surrounding landscape features which contribute to the rural setting of the site, maintaining separation with other nearby settlements, by:

- a. Providing strategic landscaping within the Strategic Enhancement Area (S/SEA/BA), including early delivery of structural planting along boundaries with Highfield Caldecote;
 - b. Delivering a high-quality landscaped setting around the boundary of the settlement to avoid it appearing as part of a ribbon of urban development south of the A428;
 - c. Maintaining the rural nature of the Broadway, ensuring the new village remains distinct from neighbouring Cambourne;
 - d. Ensuring countryside separation from Bourn and Highfield Caldecote; and
 - e. Retaining existing woodland buffers, particularly on the eastern edge of the site.
9. Protect and enhance the setting of the Grade II listed Barns to the north of The Grange.

Built form

10. Ensure the built area of the settlement is contained within the site allocation boundary shown on the policies map and the Spatial Framework Diagram, and the built form is in accordance with the Spatial Framework Diagram, whose layout reflects the approved outline planning permission for the site.
11. Be comprehensively planned and delivered to ensure that development proposals do not prejudice the creation of a fully functioning and successful new village.
12. Ensure delivery of:
- a. A Village Centre, focused around a new village square, providing a mix of uses including retail and community facilities; and
 - b. A neighbourhood hub, which should be located to serve the homes further away from the Village Centre.
13. Create a soft edge around the edge of the settlement by limiting buildings in these areas to a maximum of 2 storeys in height, whilst focusing taller buildings and higher densities at the Village Centre, optimising the scale of development.
14. Provide appropriate noise mitigation for homes that would be affected by noise from the A428, in the form of bunding along the northern site boundary.

Public space

15. Incorporate a network of multifunctional public spaces within the design, including:
- a. A village square as a focal point of the Rural Centre;
 - b. Sports, open space and play areas, in accordance with a Sports and Open Space Strategy to be approved by the Local Planning Authority;
 - c. A linear park to replicate the alignment of the former runway, from the settlement edge to the village square;
 - d. A northeastern gateway park providing clear separation between the new village and Highfields Caldecote.

Nature

16. Balance the need for sensitive ecological assets to be protected and enhanced, with the opportunities provided by the rural setting to promote access to the natural environment, by:
- a. Protecting and enhancing sensitive ecological assets, in particular Bucket Hill Plantation Grassland County Wildlife Site;
 - b. Encouraging access to existing natural environments including the woodland around the eastern edges and the wider countryside via footpaths and bridleways, being careful to avoid or minimise impacts on ecological assets;
 - c. In addition to retaining existing woodland along the eastern part of the site, plant new woodland at the open area backing onto residential properties in West Drive to form a continuous woodland belt; and
 - d. Provide orchards where their ecological value can be demonstrated.

Movement

17. Establish a comprehensive movement network for the whole village that connects key locations, including the Rural Centre and schools, to encourage the use of active and sustainable modes of travel.
18. Measures to promote walking and cycling must include:
- a. Provision of a network of attractive, direct, safe and convenient walking and cycling routes from the start of the development linking homes to public transport and the main areas of activity such as the village centre, schools and employment areas;
 - b. Provision of a direct, segregated high quality pedestrian and cycle links to west Cambridge, Cambourne, Caldecote/Highfields, Hardwick and Bourn; and
 - c. A Smarter Choices package including residential, school and workplace travel planning.
19. Public transport improvements must include:
- a. Provision of a segregated bus link from Cambourne to Bourn Airfield new village across the Broadway, and on through the development to the junction of the St Neots Road with Highfields Road and contribute under planning obligations towards the continued route to Cambridge;
 - b. Any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic; and
 - c. Provision of high-quality bus priority measures or busway on or parallel to the A1303 between its junction with the A428 and Queens Road, Cambridge.
20. Highways measures must include:
- a. Measures to mitigate the traffic impact of the new village on surrounding villages and roads;

- b. Provision of convenient vehicular access, with at least two separate access points to the north-west and north-east of the site; and
- c. Ensuring that there will be no direct private vehicular access to the Broadway for southbound traffic from the new village, with access provided only for buses and bicycles.

Resources

- 21. Make appropriate arrangements for foul drainage and sewage disposal, to be explored and identified through a Foul Drainage Strategy.
- 22. Ensure the provision, management and on-going maintenance of sustainable surface water drainage measures, to control the risk of flooding on site and reduce the risk of flooding to areas downstream and upstream of the development.

Lifespan

- 23. The delivery of Bourn Airfield Garden Village must be in accordance with design codes, prepared and submitted by the applicant as part of reserved matters application for each stage of development. Each code must describe the stage of design coding, its content, the level of detail for each stage, and the area of the site to which that stage applies.
- 24. The applicant must demonstrate, in their Design and Access Statement, how the proposed development is in accordance with the Bourn Airfield New Village Supplementary Planning Document.
- 25. The applicant must identify a proposed approach to the long-term management, maintenance and stewardship of any infrastructure, services and facilities to meet the needs of the village that are not provided by statutory undertakers.
- 26. In addition to the specific studies required elsewhere in this policy, the applicant will also be required to prepare and submit, through future planning applications, management and maintenance plans for:
 - a. Landscaping and open spaces;
 - b. Community buildings;
 - c. Indoor and outdoor sports facilities;
 - d. Unadopted roads; and
 - e. Parking enforcement.
- 27. At all phases of development, applicants must:
 - a. consider and propose appropriate measures to assist the development of a new community, for example the funding and recruitment of community development workers;
 - b. Undertake meaningful engagement with local people and relevant stakeholders.

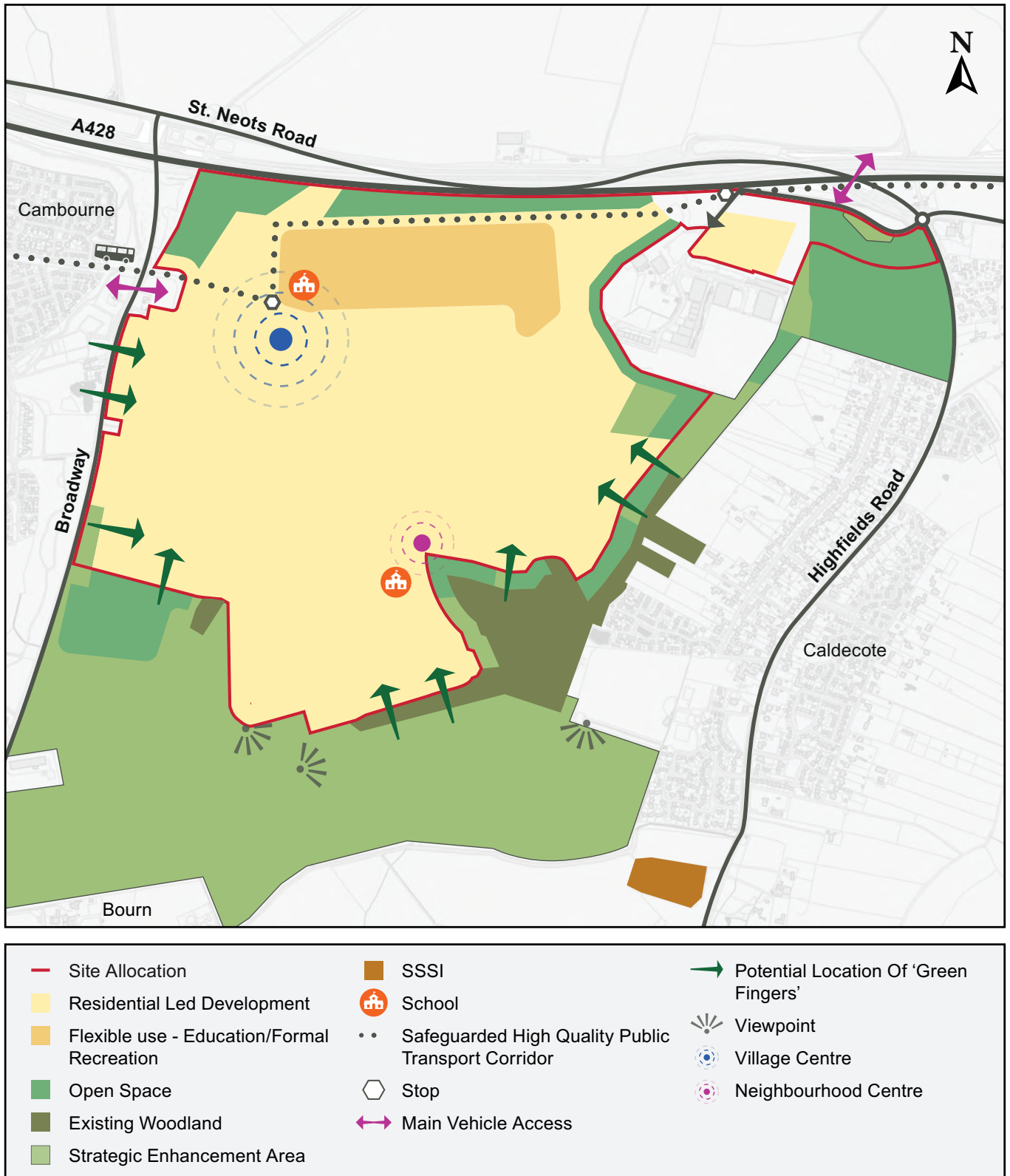


Figure 88: Spatial Framework for Policy S/BA: Bourn Airfield New Village

Supporting information

- 3.3.105** A policy for the continued allocation of this site for a new settlement is required to ensure that development opportunities and challenges are identified and responded to in a comprehensive manner.
- 3.3.106** Since the allocation of Bourn Airfield New Village as a strategic site in the 2018 South Cambridgeshire Local Plan, outline planning permission has been granted for 3,500 new homes and associated development. The site is anticipated to be developed beyond the Plan period of the South Cambridgeshire Local Plan and therefore is carried forward into this Greater Cambridge Local Plan.
- 3.3.107** The Council maintains high aspirations for the new village, ensuring that it delivers exceptional standards of sustainability, high quality design and a strong sense of community. The Bourn Airfield New Village SPD sets standards of design and will continue to supplement policies.
- 3.3.108** The site lies close to Cambourne, Bourn, Highfields Caldecote and Knapwell and for this reason it is considered important that the new village has its own distinct identity. Substantial soft landscaping around the settlement, with green fingers of landscaping merging into the village will be key to its character and retain its distinction from the surrounding existing settlements.
- 3.3.109** The existing employment site towards the northeast corner has largely been redeveloped, now known as Bourn Quarter. It is no longer necessary to include this employment site within the site allocation.
- 3.3.110** The East West Railway (EWR) project has moved forward but has yet to acquire the necessary Development Consent Order. However, it is noted that the currently preferred route for the Bedford to Cambridge section would introduce a tunnel to bisect the northeastern most corner of the site. The affected area is for open space in the approved parameter plans and it would not conflict with the Spatial Framework Strategy should this infrastructure project go ahead. It will be important that phases of construction between the two proposals are coordinated to minimise disruption as much as possible.
- 3.3.111** Bourn Airfield will be a comprehensive settlement which includes a mix of housing types and tenures, employment opportunities and services and facilities to support the needs of the new community. The development strategy for Greater Cambridge is to direct any new homes, which includes specialist accommodation and Gypsy and Traveller pitches, to strategic sites on the edge of Cambridge and new settlements. It is therefore important that the policies for these allocations include specific requirements for specialist accommodation and Gypsy and Traveller pitches, as well as the overall number of homes to be provided.
- 3.3.112** The adopted South Cambridgeshire Local Plan includes Policy H/21 which states that if need is identified opportunities to deliver Gypsy and Traveller sites will be sought as part of large scale new communities and significant major development sites. The need and opportunities should be kept under review through the planning of future phases of such developments as they come forward during life of the Local Plan. Bourn Airfield

new Village is required to provide 12 permanent Gypsy and Traveller pitches and 250 units as specialist accommodation (Use Class C2).

- 3.3.113** The quantum of employment, retail, burial land and faith space identified in the policy is consistent with the outline planning application for the site (S/3440/18/OL). It also reflects the identified need for Gypsy and Traveller pitches and how part of this need will be met through provision within strategic development sites.
- 3.3.114** A comprehensive network of cycleways and footpaths within and beyond the Site Allocation are required to support active travel and healthy lifestyles. Early provision of key routes is required to support the initial phase of occupation.
- 3.3.115** Due to capacity constraints of the local highway network, a range of measures to mitigate the additional traffic generated by the development is necessary. These include the provision of rapid public transport to and from the city of Cambridge. The Cambourne to Cambridge Busway proposed by the Greater Cambridge Partnership is to run through the northern end of the new village and would provide the required rapid public transport. A contribution under a S106 Agreement is also required for busway provision beyond the site.
- 3.3.116** Some facilities required to be provided under S106 Agreements are included in the policy as they had not yet been provided at the time of adoption of this local plan.
- 3.3.117** To provide the planned quantum of homes whilst respecting the rural character and separation of the village, building heights and density will be greater towards the centre and lower towards the settlement edge.
- 3.3.118** For the settlement to be successful in the long term, provisions for the management and maintenance of infrastructure, services and facilities are necessary. These are to be secured under the outline planning permission but with details to be agreed with the local planning authority.

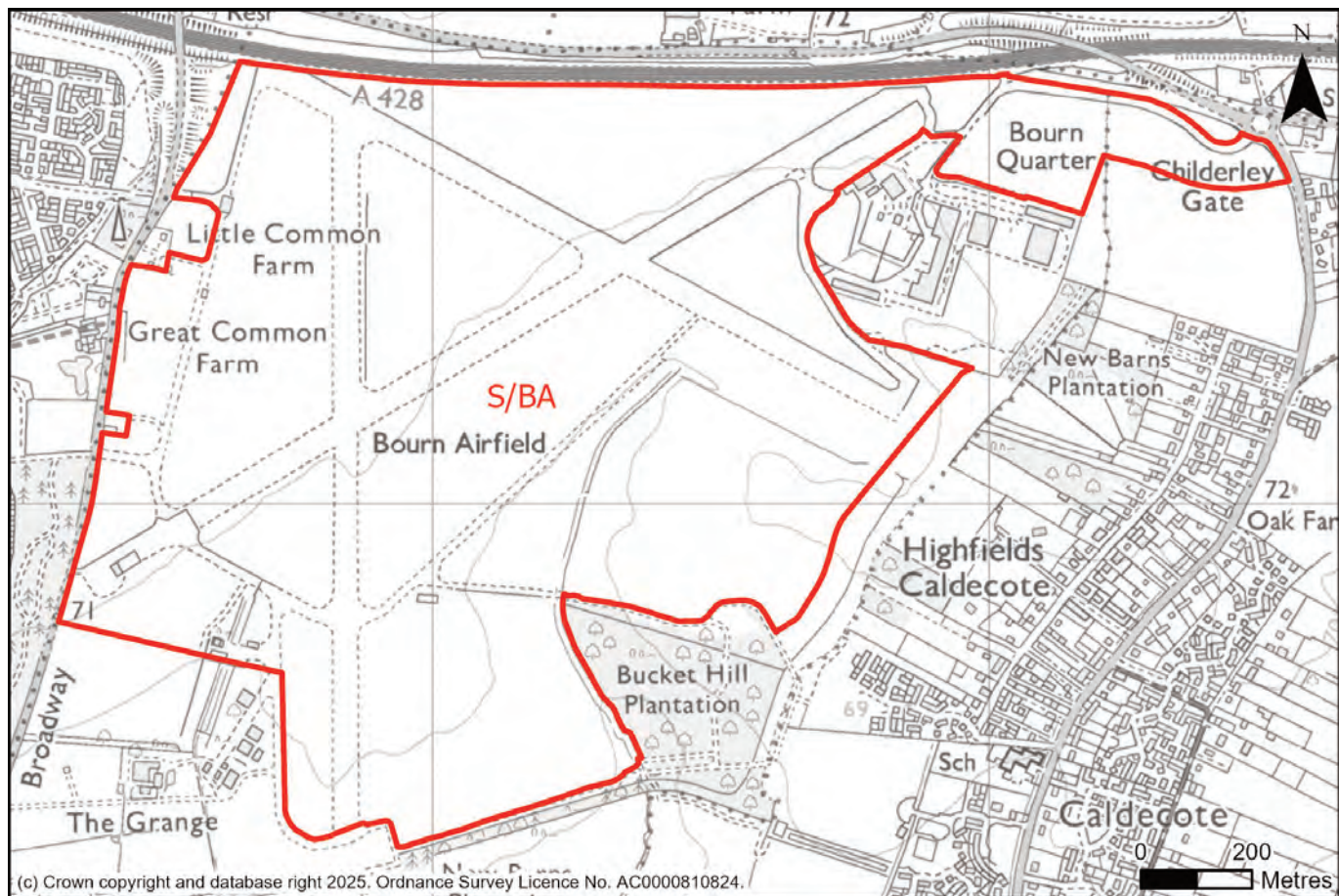


Figure 89: Site Plan of Policy S/BA: Bourn Airfield New Village

